

CSCC BANS PARRAVANO STABLE

See Page 3

MOTOR RACING

Vol. I—No. 12



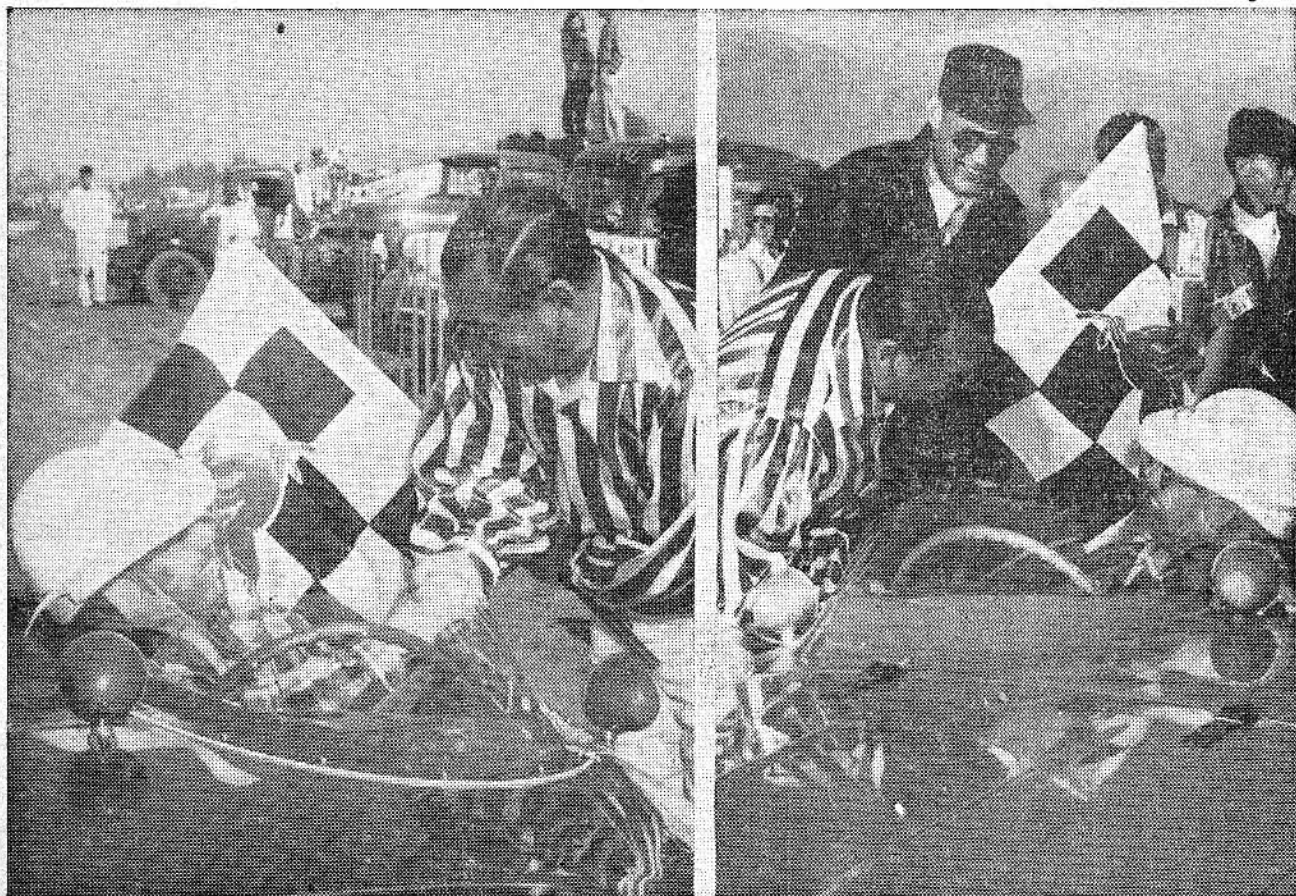
Los Angeles, Calif.

March 23-30 1956

Price 10c

ERNIE, JACK McAFEE IN ROUTS AT SANTA BARBARA, STOCKTON RACES

See Page 1



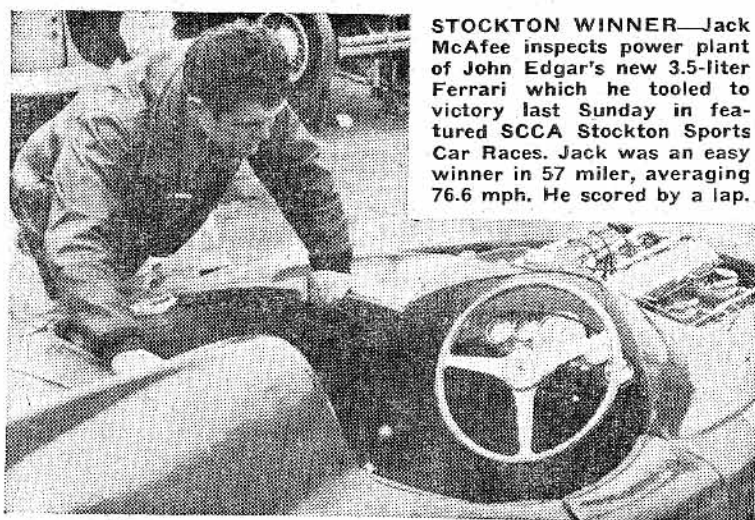
HAVEN'T WE MET BEFORE—This isn't the same photo reversed. They are two separate shots taken after Ernie McAfee's decisive victories in the under- and over-1500cc races for modifieds at Santa Barbara last week-end. At

left, Starter Al Torres congratulates Ernie in the \$10,500, 140 hp OSCA. Other shot is after he won the big-bore in the \$20,000, 400 hp 4.4-liter Ferrari. Race Chairman Dick Van Laanen of California Sports Car Club is seen in background behind Torres in photo at right.

SANTA BARBARA RACE CHARTS

See Page 10

Local SCCA Nerfs Miles, Gets Nat'l Blackball



STOCKTON WINNER—Jack McAfee inspects power plant of John Edgar's new 3.5-liter Ferrari which he tooled to victory last Sunday in featured SCCA Stockton Sports Car Races. Jack was an easy winner in 57 miler, averaging 76.6 mph. He scored by a lap.

It was McAfee, too, at Stockton as Jack Romps

By Special Correspondent

STOCKTON, March 18.—Hulking Jack McAfee of Manhattan Beach helped another McAfee—yclept Ernie—make it a wholesale (you should pardon the expression) triumph for the St. Patrick's devotees today as he romped to an easy win in the 4th Stockton Sports Car Races here before some 12,000 fans.

While Ernie was cavorting at Santa Barbara, Jack also met little opposition in the 75-mile feature. His lone challenge was registered at the outset by Jerry Austin with his "D" Jag, who charged into the first corner as if to run off with the show, but yielded on the backstretch to Jack's 3.5 Ferrari and only inhaled exhaust thereafter.

AUSTIN SECOND

Behind Austin, who took the checkered flag one lap in arrears, was Johnny von Neumann, tooling a Ferrari Monza.

McAfee's winning time was 59:37.3, an average of 76.6 mph in the John Edgar-owned Italian-built speedster.

A bit of action reminiscent of Ralph DePalma's pushing effort at Indianapolis occurred in the under-1500cc main. Richie Ginther wheeled von Neumann's Porsche Spyder to first trophy, with the officials placing Eldon Beagle of Sacramento second in another Spyder and Jack Duncan of Stockton nailing third in an MG Special.

GINTHER LAPS FIELD

Ginther lapped everyone in the field but Sam Weiss of Sacramento, whose Porsche Spyder succumbed to mechanical ailments on the lone remaining lap of the 33-circuit grind. Weiss pushed his car across the line, giving him more completed laps than his rivals. His claim for second was not allowed.

Ginther's clocking was 1:03.22, a 72.3 mph average.

Next SCCA event was announced for May 19-20 at Santa

Bounce for Parravano



TONY PARRAVANO

Because he raced his cars at recent Willow Springs pro races, Tony Parravano, top owner of expensive Italian machinery, was banned for one year by California Sports Car Club.

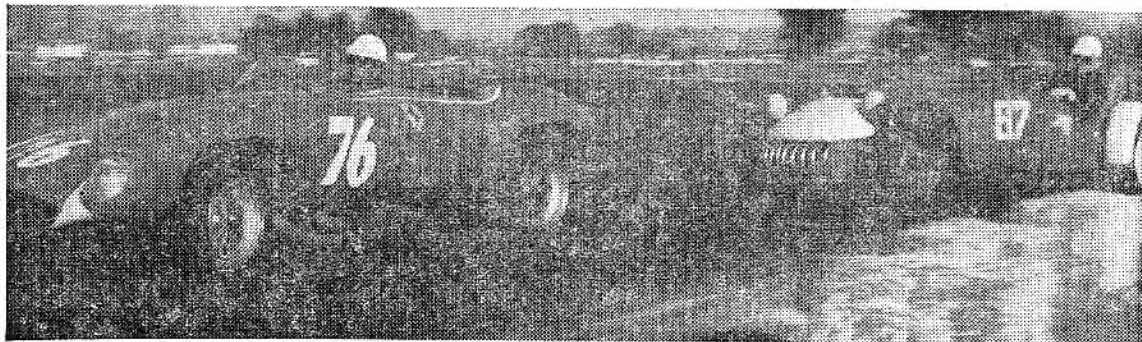
Tony answered he was going all-out pro, tiring of the \$3 trophy routine. For complete details see story on Page 3.

Rosa, on the Sonoma County Airport site.

SUMMARY—PAGE 3

'500' BROADCAST

Beyond Exhaust System Products, Los Angeles, through Walter McCreery, Inc., Beverly Hills, will sponsor the May 30 live radio broadcast of the Indianapolis Speedway automobile race on KBIG, Hollywood.



NO CONTEST—Ernie McAfee comes out of turn 9 into the main stretch and laps Bob Smith in Cad Kurtis (87), who finished fifth in main event at

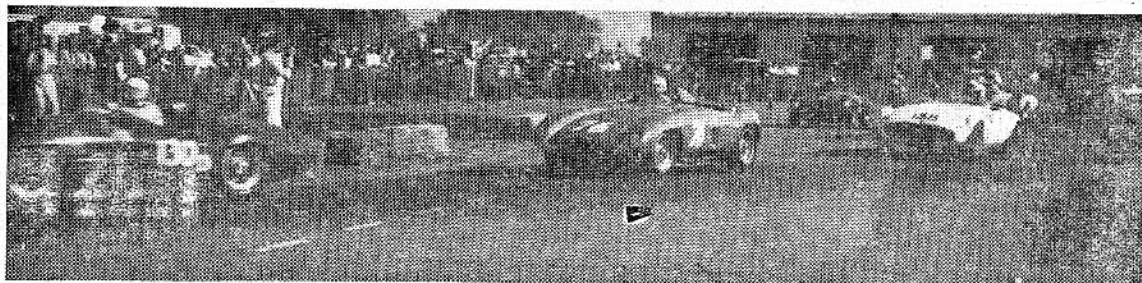
Santa Barbara Sunday. Action took place on 17th lap, midway point of the race. The famed "No. 76" 4.4 Ferrari lapped all except second-place car.



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DECEIVING SCENE—Harrison Evans in 3-liter Ferrari Monza (130) appears to be leading Ernie McAfee in Bill Doheny's 4.4 Ferrari at Santa Barbara—except it so happens he is just about to

be lapped. Evans finished fourth in the Ferrari Monza. Following are Chuck Daigh (138), and Bob Drake (46).

Ernie McAfee Stuns with Two Doubles Before 40,000 Fans

THIS STORY will, perforce, be short, because, outside of Ernie McAfee, there is little to tell.

In fact, it will be all about the popular 37-year-old Beverly Hills imported car dealer.

He scored the greatest sweep in the history of West Coast sports car racing by winning the four big races—under- and over-1500cc—Saturday and Sunday at Santa Barbara Airport.

Crowds were biggest in five runnings at Santa Barbara—33,000 on Sunday, 7,000 on Saturday—according to Race Chairman Dick Van Laanen of the sponsoring California Sports Car Club.

In the big race Ernie piloted Bill Doheny's 4.4 Ferrari, while in the smaller he tooled Harry Chapman's 1490cc OSCA MT4.

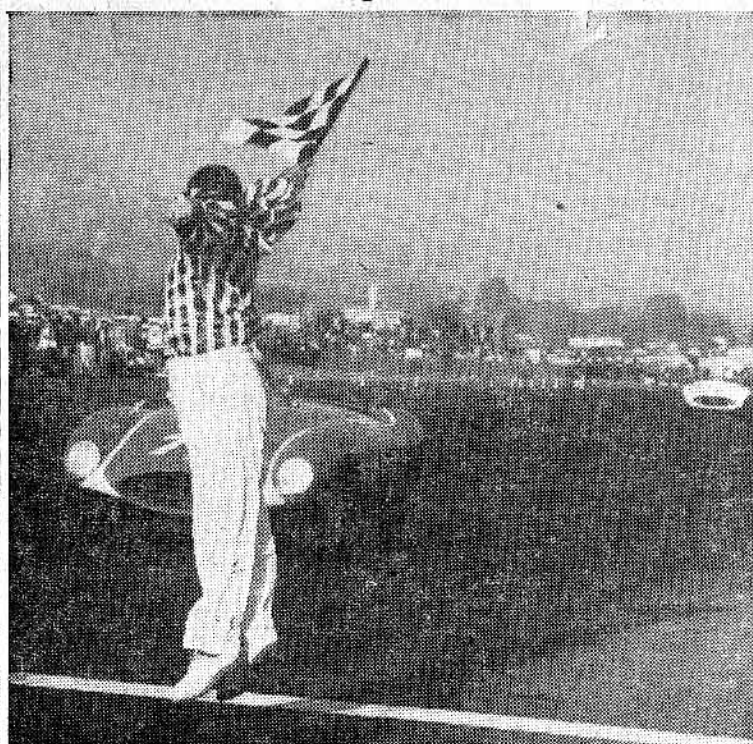
This marked McAfee's eighth straight victory over the 2.2-mile, nine-turn course.

FEWER BIG CARS

With Tony Parravano out of the picture, Ernie's competition wasn't as rugged.

Sunday, he lapped everybody except second-place finisher Bill Murphy, fuel injection Buick Kurtis to the contrary notwithstanding. He won by 40 seconds. His only threat, Pearce Woods, D Jag, went out early with transmission trouble.

(Continued on Page 9, Cols. 4-5)



KEEPING IN SHAPE—Al Torres, colorful starter, gives the checkered flag to Ernie McAfee as he wins Sunday's main event at Santa Barbara before 33,000 fans. Ernie averaged 74.8 mpm in the one-hour race. This was Al's swan song as a race starter.

SCCA Mum on Petition Leading To Miles Membership Reject

By Gus V. Vignolle

KEN MILES, the noted British driver who was the leading under-1500cc winner in 1955 and long a militant foe of the Los Angeles Region of the Sports Car Club of America, has been given a neat harpoon right smack between the shoulder blades by both the local chapter and the National body.

No Little Lord Fauntleroy by any stretch of the imagination, Miles, past president of the Cali-

fornia Sports Car Club, was suspended for six months by the local region for "discourteous and unsportsmanlike" conduct.

Then his application for membership was rejected by the National body after an all-out drive spearheaded here by a bitter foe, Duane Alan, activities chairman.

Miles had resigned from the SCCA after he refused to "submit to their ridiculous driver's

(Continued on Page 4, Cols. 1-2)

ADVERTISING in MOTORACING



I am interested in the increased coverage of your paper, if response to my three advertisements is any indication.

One ad sold my Allard and Siata, and produced about a dozen calls.

I felt you had done such a good job that you should hear about it. Also, the replies have come in from as far as Seattle.

H. R. Crown
Burrite Engineering & Manufacturing Co.
Burbank, Calif.

Pays Off

Jimmy Dean Story-Pg. 8

Jimmy Dean was all set to race his new Porsche Spyder for the first time at Salinas.

Then came a thundering crash en route to the races—and death released his heavy foot from the throttle.

Turn to page 8 for the last installment of the "Jimmy Dean Racing Story."

• Racing Pow-Wow

By Maury Powell

USAC STILL AWAITS OFFICIAL RECOGNITION FROM FIA

DESPITE RECENT fanfares announcing that the United States Auto Club (USAC) has "sewn up" recognition from FIA, the international sanctioning body, the actual fact is that NO American group has been thus favored to date.

USAC officials themselves divulged this news recently in a press confab held at the Los Angeles Press Club in the Ambassador Hotel.

"USAC has applied for FIA affiliation, but the request has been tabled for one year, as have petitions from other groups that have applied," USAC Racing Director Duane Carter said in a reply to a query posed by one of the racing scribes.

"USAC, meantime, has been granted four 10-day FIA affiliate periods to embrace the Indianapolis 500-miler, the Mobilgas Economy Run, the Great American Rally and the Sebring Enduro," Carter elaborated.

Bob Estes, representing USAC car owners, indicated USAC was confident it would receive FIA's full blessing at the conclusion of the one-year waiting period.

CHECK INTERCHANGE OF DRIVERS

Carter somewhat tempered USAC's "open competition" edict by certain statements leading this scrivener to believe that measures are now being taken to prevent much interchange of USAC drivers with those from NASCAR and other similar outfits.

"We must enact certain controls to protect personnel from themselves," said Carter. "Some promoters offer appearance fees to lure top drivers. We want to have them stick with better promotions. We wish to elevate the sport in all aspects. Our plants are lenient and fair to all concerned," he stated.

It is known that one Western USAC promoter has been raising merry Ned because several USAC drivers — Jimmy Bryan, Pat O'Connor and Henry Banks — participated in a pro sports car meet at Willow Springs on the same day he was staging a stock car meet in Clovis. What's more, said promoter's purse was 40 per cent of the gate, the pro meet 30 per cent.

STICK TO 'BETTER PROMOTIONS'

This must have been what Carter was hinting at by making the USAC drivers stick with "better promotions." In our opinion, this is still a free country and if a driver wants to compete in a sports car race, or any other type show, it should be his decision as to how he wishes to make his livelihood — and not have something else jammed down his throat.

Carter also said that USAC may disclose new 1957 Indianapolis specs in May, and the trend would be towards more stock engines.

WE JOIN CAPTAIN JET'S ROCKET PATROL

We've been exposed to the sports car domain for nigh onto three years, chiefly in the capacity of chronicler for a large metropolitan afternoon paper, but we've fought off that urge-to-make-payments brigade successfully.

Until a week ago, that is. We were visiting that charming Dorothy Deen of Cal Sales, minding our own business, when we were invited to look over a stock of Triumph TR3s freshly off the Queen Mary, or some other tug.

At any rate, the last think we recall while scrutinizing these TR3s was an overpowering Bridey Murphy-ish feeling.

When our earthly senses returned, Dorothy had an all-conquering look on her face and yours truly was on the hook to the Security-First National Bank, managed by Dante Bauchiero at Santa Monica and Fairfax, for a TR3, complete with hardtop, wire wheels and payment book. We found out TR3 meant Till Resurrection, 3 bucks a day!

TRIUMPH TR3 PROVIDES A REAL THRILL

We cruised the little red-and-cream "squatster" (with apologies to Arturo Luring) to Santa Barbara and experienced that magnificent soaring-on-cloud-seven feeling.

Marilyn Monroe's photograph, in mouth-watering color and in all her au natural beauty, graces a cocktail tray that reposes in our den — an idea fostered by my charming frau who opposes our ideas of flashing the tray in public. If it were up to Mrs. P., the tray would be long gone.

Honey, this is to let you know the tray can go — out TR3 is the thing for we!



—Courtesy Austin-Healey Owners Club News, by Ann H. Martin.
'Cold enough to freeze WHAT off a brass monkey???'

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LETTERS to the Editor

GRESVICK, MILES BLASTED

You have made a fine start with MOTORACING. In the last couple of issues a change not for the better has been evident. For example, publishing the Robert E. Henry letter should follow with a publication of a reply as far as SCCA is concerned. After every race and at each meeting a treasurer's report is made to the attending membership. The Los Angeles Region membership thus is kept well informed of all matters of money. Palm Springs was a success — it could have rained as it did last year at Bakersfield and Glendale when no one cried for a financial report on these events. Why now?

Will you tell me why the bench racing generals such as G. Von K. (Knuckle-head?) have to be eternal fault finders. There were many thousands of people who enjoyed the successful weekend at Palm Springs. The "bad feeling" expressed in Bench Racing is essentially unexplained. The old saying, "those who can do—those who can't teach," rather fits in this case.

Keep up the negative approach and fault finding and you can do a great deal to ruin motor racing as far as the sportsman driver and the clubs are concerned. The men and women who give freely of their time to serve as officers of the clubs and serve as officials at the races deserve something more than you have given them. The drivers ask for a place to have a go—the public pays to spectate and if once in a while money is made, why is this so evil?

The point is this—the next time trivial negative type copy or letters are turned in, suppose you suggest the author try working at a race at any position from a flagman to race chairman. Working at the races is the best way to find out it isn't a bed of roses to put on a race and be successful in so doing.

Take a positive, constructive position and you can help the clubs and the sport tremendously.

A. F. Gebhart,
Pasadena, Calif.

P.S.—Possibly your next issue of MOTORACING will print information about Mr. Miles and the SCCA. Mr. Miles has done ... a great deal of damage to SCCA and the Los Angeles Region following his resignation in 1955. From every quarter Mr. Miles is deserving of the sharp reactions he is now receiving. Few friends has he today.

Air both sides of this matter, if at all. Mr. Miles deserves no more than he has fostered, for his very unsportsman-like conduct. The facts in this case are very clear, and Mr. Miles needs the facts distorted to even have the consideration in print!

Editor's Note—Gresvick Von Kneissel, who once hoisted a 416-pound barbell over his head in (Continued on Page 11, Col. 3)

★ SPORTS CAR-TOON ... by Bill Harmer



'We better find out the difference between an English Rallye and an American Rallye.'

THE DUKE WONDERS...

WHAT TWO highly successful sports car competitors are threatening to make the switch to professionalism if they win at Sebring?

What big shot sports car driver has gotten away with competing professionally by just changing his first name when entering these events?

If it's true that a lesser known sports car driver is racing on the USAC circuit under an assumed name?

If the professional sports car group thinks the sleazy programs put out at Willow Springs is the way to endear themselves to sports car aficionados who have come to expect an even shake for their dough.

How come "special dispensation" was given the Chrysler ladies, such as Tim Flock, Frank Mundy, et al, so they need not line up to drain fuel tanks and wait their turn like everyone else before going out for NASCAR Speed Weeks timing runs?

If the change in the chairmanship of the CSCC race committee isn't more one of name than of fact?

Whether locked rear ends are really legal on modified cars, as asserted by certain members of the technical staffs that let them pass at an event a while back?

How many people know that the CSCC has officially taken notice of the aluminum-bodied Mercedeses that have been running as production cars?

What well known sports car piloto was seen grabbing a quick practice lap during the racing at Willow Springs?

When the sponsors of professional sports car races are going to stop saying Grand Prix when they mean Formula Libre?

Whether there's anything more than conversation in a West Coast Plymouth official's talk about an eventual sports car based on the Fury?

Whether the National Sports Car Drivers Association's fuss about return of entry fees will ever reach a level other than verbal?

Why the potent Murphy Buick-Kurtis, capable of greater things than its owner-driver has been able to get out of it, isn't turned over to a hot driver so it can win a few races? Briggs Cunningham saw the light, didn't he?

What certain USAC promoter interrupted Racing Director Duane Carter's talk at a press confab at the L.A. Press Club to engage in an irrelevant minor beef with an INVITED member of the racing press recently?

If it's true that Dodge's Danny Eames and Mercury's Bill Stroppe got kicked around during NASCAR's Speed Weeks; didn't they first get permission to overbore engines .3000 from a high mucky-muck, in accordance with the rule book, then find out the big shot left them high-and-dry when this matter came up later?

When the RRR pro sports car racing hopefuls will get down to earth and grasp opportunities now before them without quibbling over minor matters?

Can it be true that only about half the membership showed up at Willow Springs because many of these would-be pros were afraid to tackle this fine roadcourse? And weren't they told by a press agent to see if the Disneyland kiddie auto course was suitable?



Vignettes

by Gus V. Vignolle

THERE SHOULD BE A POTENT LAW AGAINST WOMEN DRIVERS

DON'T QUITE know who Thomas Merton was, but he once wrote as follows.

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn."

Therefore, if the day ever come that this observer is allowed to wear the brass knuckles, the first international statute in the books would make it a felony for any member of the female sex caught behind the steering wheel of an automobile on all the public highways in either hemisphere.

Of course, I would make a few exceptions. But very few. They would be infinitesimally few. As a matter of fact, I would make it a felony, punishable by one heckova long stretch in the can, for 99.99 per cent of the women found driving an automobile in traffic.

O.K. on the racetracks. Let 'em go. You don't have to buck 'em there, but on the avenue? No, never! Kick 'em out.

Roughly, I have been driving for 30 years, and they're lousier drivers now than they were 30 years ago, only because there are more of 'em cluttering up and impeding progress today.

I honestly feel that the Mortuary Trust, which long has opposed my plan of burial-at-sea, has a secret pact with the women drivers of the nation.

Any Igorrote can see what this means. Simply, by driving, the women are increasing the number of cardiac cases among men in country. They are thus boosting the death rate — and consequently providing a fine livelihood for Forest Lawn, Pierce Brothers and Utter McKinley, among others. Not as a result of accident, please understand, but due to damage to the male aorta.

I know for sure that longevity would be well served if women would be barred from the highways. As it is, with women allowed to drive, every single man who steers is going to the grave much earlier.

WOMEN DRIVERS BOOST HEART CASES

Coronary thrombosis and occlusions and angina pectoris cases among men can be traced to women drivers. Ergo, the insurance companies, which are running the country, should be much in favor of stamping out women drivers. Because this is what is costing 'em.

So you women drivers holler, "O.K., smarty, be constructive. What's wrong with us?"

Well, dear lady, plenty is wrong . . . so much that it would take a paper much bigger than this to itemize the reasons. Just one . . . and only one . . . watch a dame make a left-hand turn. She'll swerve to the right, giving the impression of a right-hand turn, and then follow a wide arc to the left.

Without a signal, of course.

Just one solution, I say — make it a felony for any woman found behind the steering wheel of an automobile on the highway.

HOW COME THOSE PRACTICE PRIVILEGES?

TRIVIA & FRIVOLA (or playing beanbag with Marie Wilson)

—Recommended: Those excellent Mexican road race and Torrey Pines films at Western Theater. Well worth the small tab, if you're a speed addict . . . If you want to keep track of the races, get those excellent racing forms put out by Advance Printers & Engravers, Sherman Oaks . . . How come the owner of that Buick Kurtis is allowed to practice during preliminary races at Torrey and Santa Barbara? . . . Can you imagine what a good driver, say like Chuck Daigh, could get out of that high-powered mount . . . Stockton ran same days as Santa Barbara . . . And now Santa Rosa is set for May 19-20, same dates as the CSCC Bakersfield whirled . . . Nice . . . Thanks to Jim Washburne for the royal kudos on MOTORACING in the Riverside BEACON . . . George Wimberly, Honolulu SCCA official, delayed his return to the island after he spotted that ad in this paper for the Santa Barbara races. He was an interested spectator . . . Bill Pollack certainly injected a lot of zing into his announcing at the Santa Barbara races. Biggest crowd in SB history there . . . Cheers to Race Chairman Dick Van Laanen.

POMONA VALLEY TIMING ASSN.

MARCH 18

Gas Classes, Coupe/Sedan—A. Tom Jandt, Olds, 95.90; B. Robert James, Ford, 93.07; C. Spaulding Cams, Chev, V8, 96.84; D. J. Thompson, Chev, V8, 88.32.

Street Roadsters—A. Bert Leilhold, GMC, 101.25.

Roadsters—A. Paul & Groves, Olds, 108; B. Safford & Shores, Chev, 6, 104.89.

Open Gas—A. Mission Auto Supply, Ford, 98.14.

Fuel Classes, Coupe/Sedan—A. Ken Reeves, Ford, 80.89; B. Vince Garcia, Merc., 99; C. B. Cherbak, Merc., 92.

Comp. Coupe/Sedan—A. Bob Gorman, Stude, V8, 123.82; B. Tom Potter, Merc., 102; C. Collins & Johnson, Merc., 106.

Hot Roadsters—A. Bill Degele, Merc., 113.

Mod. Roadsters—A. "Cruisers," Merc., 106.

Dragsters—A. Gene's Brake Shop, Merc., 128.07.

Stocks—A. Lennie Kennedy, '56 Buick, 86.04; B. Ronald Breivener, '55 Olds, 79.51; C. Jerry Epperson, '52 Olds, 80.75; D. Don Harris, '53 Chev., 72.69.

Sports Car—A. Spaulding Cams, Corvette, 82; B. Carmie Horner, Crosley, 80.74.

Cycles (Gas)—A. R. H. Fratt, Tri, 99.07; B. Arlin Jeffries, Tri, 104; C. Roy Shaffer, H.D., 103.

Fuel—B. Sir Kegan & Thurston, Tri, 115.78; C. Roy Shaffer, H.D., 103.

Top Eliminator—Gene's Brake Shop, Merc., 121.78 (11.61 sec.).

Top Time—Paul Marriette, Ardun-Merc., 132.

*Denotes record.

LONG BEACH LIONS — MARCH 11

Gas Classes, Coupe/Sedan—B. Ken Rector, Olds, 93.84; C. Tim Woods, Cad., 95.03; D. Orwin McCormick, Chev, 6, 89.46.

Altered Coupe/Sedan—Goodnight & Cox, Chev., 99.55.

Street Roadsters—B. Jim Cassidy, Buick, 83.25.

Open Gas—A. Topia & Morris, Buick, 103.44.

Fuel Classes, Coupe/Sedan—C. Harvey Jackson, Chev., 99.77.

Comp. Coupe/Sedan—B. Reath & Maillaird, Merc., 120.32.

Stocks—A. Martin-Stabloid, Buick, 87.12; B. Ernest Shruopa, Olds, 79.99; C. Fred Helmick, Olds, 76.53; D. Thorley-Stabloid, Buick, 75.50.

Sports Cars—A. Vernon Smith, MG, 18.62 (E.T.); B. W. Vincent-Stabloid, Jag., 85.71; C. Ed Southard, '54 T-Bird, 83.33; D. Chuck Daigh, '56 T-Bird, 99.77.

Cycles—Fuel—B. Bob Thurston, Vincent, 119.68; *C. Rich Richards, Triumph, 114.35.

Cycles—Gas—A. Russel Maet, Harley, 92.78; B. Larry Luley, Triumph, 105.38; C. Karns & Fontaine, Harley, 94.33.

Top Eliminator—Bob Thurston, Vincent, 119.68.

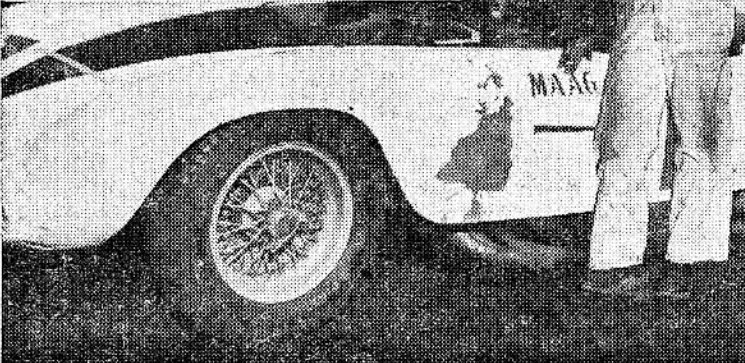
Top Time—Reath & Maillaird, Merc., 120.32.

*—Denotes record.

PATRONIZE ADVERTISERS

For best buys in sports cars and automotive accessories, patronize MOTORACING'S advertisers. Check the classified, too.

Lester Nehamkin
THIS LED to blow-up that caused Tony Parravano, left, to be banned by California Sports Car Club for racing his cars in pro event. Shown here at Willow Springs, were incident took place, with Tony are Jimmy Bryan in 3-liter Maserati which competed under name of Henry Maag, right.



PARRAVANO GETS BOOT FROM CSCC

TONY PARRAVANO, wealthy Inglewood contractor and one of the top sports car owners in the country, has been banned for one year by the California Sports Car Club because he raced some of his machines in the recent Willow Springs pro races.

Failing to deny that the cars entered at Willow under the name of Henry Maag were his, Parravano answered the club that he was going all-out pro.

He cited the tremendous expense involved in racing his high-powered cars for \$3 trophies and urged the club to keep an orb peeled in the direction of the race-for-dough movement.

His loss to amateur racing as conducted here is a great one. Tony has some 24 Ferraris, Maseratis, Jaguars (Aston Martins, still in Europe) and other assorted imported jobs.

Top drivers who have tooled Scuderia Parravano irons during the past two years include Masten Gregory, Carroll Shelby, Ken Miles, Bob Drake, Lou Brero, Bruce Kessler, and, among the pros, Jimmy Bryan, Pat O'Connor and George Beavis.

Tony, screwdriver and all, will be missed.

Following are the letters putting the kibosh on him and his reply:

March 6, 1956

Tony Parravano
1635 Centinela Ave.,
Inglewood, California
Dear Mr. Parravano:

In view of your recent support of the Willow Spring Road Races on March 4, 1956 the Contest Board of the California Sports Car Club will not accept any entry from you for the period of 12 months from the above date.

However, under the by-laws of the California Sports Car Club you may request a hearing at the next Contest Board meeting.

Very truly yours,
(Signed) W. R. Pollack,
Chairman Contest Board
California Sports Car Club, Inc.

Following is Parravano's letter to the California Sports Car Club:

March 8, 1956

California Sports Car Club, Inc.
4949 Hollywood Blvd., Suite 214
Hollywood 27, California
Gentlemen:

I have your letter of March 6, 1956. I do now wish to advise you that it was wholly unnecessary for you to hold a special board meeting in respect to your subject matter of March 6. In fact, it was not even necessary for you to transcribe a letter to me or place a three-cent stamp thereon.

As was probably discussed at your meeting, I did support the Willow Springs Road Races on (Continued on Page 4, Col. 3)

Top Cyclists Go at Crater Bowl Sunday

Encouraged by the tremendous turnout and spectator attendance at its last Sportsmen TT cycle event, the Southern California Motorcycle Club has scheduled another day of racing on the hilly Crater Bowl course six miles west of Woodland Hills Sunday, March 25.

Such riders as James "Bud" Ekins, Hollywood; Bill Postel, La Canada; Walt Axthelm, Pomona; Larry Hester, Monrovia; Arvin Cox, Santa Monica; Charles "Feets" Minert, Huntington Park, and many more are expected to be among the 150 riders to compete.



AMONG TOP pilots who drove for Tony Parravano, center, are Masten Gregory, left, and Carroll Shelby. Photo was taken at Palm Springs, where both won in Parravano's Maserati and Ferrari.

STOCKTON RACE SUMMARY

Modified over 1500cc, seniors, 33 laps—(Stockton Lion's Club Trophy)—Jack McAfee, Manhattan Beach, 3.5 Ferrari; Jerry Austin, Arcadia, D. Jaguar; Johnny von Neumann, Hollywood, Ferrari Monza, 59.37.3. Avg., 76.6 mph. Class winners—B. Barry Wagner, Tatum Spl.; C. McAfee; D. von Neumann; E. Marion Lowe, Santa Cruz, Frazer Nash LeMans.

Productions 3000cc and up, novices & seniors, 15 laps—Cloyd Gray, Palo Alto, Jaguar; Ray Seher, Reno, Jaguar; Robert Nix, Hayward, Jaguar. Class winners same as overall.

Modifieds under 1500cc, seniors, 33 laps (Pixie Woods Cup Race)—Ritchie Ginther, Hollywood, Porsche Spyder; Eldon Beagle, Sacramento, Porsche Spyder; Jack Duncan, Stockton, MG Special, 1 hr. 3 min., 22 sec. Avg. speed, 72.3 mph. F. Ginther; G. Peter Talbot, Woodside, VW Special; H. Cal Paige, Kentfield, Panhard.

Productions 1400-3000cc, novices & seniors, and Formula III, 15 laps—Ronald Hudson, Riverside, Porsche; George Snively, Sacramento, Austin-Healey; Scott Baxter, Los Gatos, Arnolt-Bristol, D. Snively; E. Baxter; F. Hudson.

Modifieds over 1500cc, novices, 15 laps—John Steers, Palo Alto, Ford Glasspar; Roger Sherman, Palo Alto, Ford Special; Andrew Neilsen, San Francisco, Jaguar; C. Steers; D. Kelton Steele, Eureka, Mercedes 300SL.

Modifieds under 1500cc, novices, 15 laps—Rex Huddleston, Lindsey, Lotus; Eric de Reynier, Diablo, Porsche; Norm McNamara, San Francisco, Porsche; F. Huddleston; G. Gordon Runblad, Napa, MGTD; H. Cal Paige, Kentfield, Panhard.

Production MGs to 1500cc, novices, 11 laps—Teton Corp, Sacramento, MGTF; Buzz Washburn, Oakland, MGTF; Morrow Decker, Treasure Island, MGTD; F. Washburn; G. Corp.

Production coupes & sedans, 750-1300cc, novices & seniors, 11 laps—Ed Fawcett, San Jose, Simca; Jim Wiltshire, San Jose, English Ford; Bruce Witmore, El Sobrante, Panhard; G. Fawcett; H. Witmore.

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Up the Straights

By Jim Mourning

TOO MUCH EXPECTED OF BIG NAME PRO PILOTS AT WILLOW

LEAVE US, once and for all, put to rest that fondly fostered delusion that professional race drivers are supermen when behind the wheel of a roaring automobile. It just ain't true, no matter how much they seem so when compared to Oliver Oilseal in his Blunderbuss V-8.

This is not to snatch any credit or glory from the scoot-for-loot boys. But we heard some of the most fantastic remarks at the recent Willow Springs dicing. Apparently, there were segments of the crowd who would settle for nothing less than one minute flat for the 2.5-mile circuit.

To begin with, no driver can exceed a certain maximum average speed in a given car on any course. It matters not if he is sexy as the devil and has to carry his wages home in a basket. It is axiomatic that anyone who tries going through a 30 mph corner at 31 mph is going to swap ends and take an unscheduled trip into the toolies.

WEATHER OBSTACLE

It is, therefore, difficult to understand why such fantastic things were expected of boys like Bryan, O'Connor and Crawford. Probably part of the reason was the excessive weight given lap times turned in by lads of this caliber in a 3-liter Maserati during timed runs at Willow. What was overlooked was the fact that both Stirling Moss and Ken Miles turned equally good times in a 1.5-liter Porsche Spyder on the same circuit.

For the most part, the big name drivers were unfamiliar with sports cars—as compared to a Moss or a Miles—were unfamiliar with the course and faced weather highlighted by high winds and storms of dirt that would stagger the imagination of even the gritty-toothed spectators with memories of other meets. Yet the air, or that part of it not filled with specks of dust, was filled with conversation about record breaking laps.

Miles Gets SCCA Harpoon

(Continued from Page 1)

test" some time ago. (In 1952, Alberto Ascari, then the world's champion, refused to take a driver's test when he entered a Ferrari at Indianapolis, but he eventually took it with other rookies and passed it.)

Alan headed a group which circulated a petition, signed by 60 persons, designed to blackball Miles. The petition, along with wires and phone calls, was directed to National HQ in Westport, Conn. Johnny von Neumann started a counter petition to aid Miles' cause.

THE ANTIS WIN

The anti-Miles movement paid off. Miles was informed by Jim Lowe, National secretary, that his application had been refused, returning his check without explanation.

Ignacio Lozano, local SCCA prexy, said the board of directors had approved Miles' application (firsted by von Neumann and seconded by Johnny Porter) and sent it to National, yet this same Lozano signs a letter,

Bryan's fastest time, at 1:50.5, was certainly presentable. It is our opinion, however, that any number of top sports car pilots could have equalled it under identical conditions. But that's neither here nor there. What is more pertinent is a plea to give these laddies an even break. They're going to have enough trouble in a new field without the added pressure of hearing they're expected to shatter records for the benefit of the paying public.

Another point of interest following the pro affair was the announcement that Tony Parravano got the heaveho from the clubs for permitting his cars to go. Parravano's reaction was one of complete unconcern. It's long been rumored that he's been seriously considering turning pro, but with his stable of 24 cars he doesn't need to. He's got enough bombs to run a private race.

We think the ban was a matter of the clubs letting the little guys know what they can expect if even the big boys get the vigorously applied Florsheim.

Incidentally, there's absolutely no truth to the rumor that one of the racing organizations has hired Irving Berlin to write a tune called the Parravano Bounce.

FURY GETS OUT

CHICANES: Busy days; busy days. Spent one afternoon looking at the new Plymouth Fury, whose getaway impressed us but whose handling didn't... then off to the press banquet for the new Raceway... down to the NSCDA meeting at Blarney Castle, where the conversation was all about entry fee return and which got in the way of another crack at those 2 doz. martinis... Then scheduled to put a Morgan through some high speed runs at Willow, but somebody must have heard about the weather. It was cancelled. We wept not.

which follows, stating Miles has been nixed.

The letter says it was the unanimous opinion of the board that Miles' conduct was not up to snuff, yet Porter, a member of the board, seconded the motion that Miles be accepted.

This writer contacted some 10 leading local SCCA members. All denied having seen it. "Obviously I wouldn't sign it, since I approved his application," Lozano stated, yet he inked the letter giving the Britisher the harpoon.

ALAN REFUSES

Alan did say he had a copy of the petition, but refused to reveal its contents. In so many words he indicated it was not MOTORACING's business.

This writer wired James H. Kimberly, National president, in Chicago, and George C. Rand, secretary of the Contest Board, in Fairfield, Conn.

Rand wired back that Miles was unacceptable, that contents of the petition were considered (Continued on Page 9, Col. 3)

Coast Stars At Sebring

THE 12-HOUR Sebring (Fla.) Grand Prix of Endurance, set for Saturday, March 24, will see many West Coast favorites pitted against the best pilots and cars of Europe and the East.

Drivers carrying the banner for the Pacific Coast are Ray Crawford, 5583cc Kurtis; Troy Ruttman, teaming with Howard Hively, 4.9 Ferrari; Sam Weiss going with Gordon McKenzie in a 3442cc Jaguar; Phil Hill in a 3500cc Ferrari; Jack McAfee and Pete Lovely, 1496cc Porsche; Francois Crouzet, 745cc Deutsch-Bonnet Panhard; and E. Forbes-Robinson and Roy Jackson-Moore in a 2660cc Austin-Healey.

Pitted against them will be such drivers as Juan Fangio, who teams with Castellotti in a Ferrari, and Stirling Moss, who goes with Peter Collins in an Aston-Martin. Fangio and Moss finished 1-2 in the race for world's champion honors last year.

CSCC Ousts Parravano

(Continued from Page 3)

March 4, 1956, and I did so wholeheartedly. In the future, I intend to support professional racing not only in Southern California but throughout the entire United States on an unqualified basis, that is to say, mentally, physically and financially.

There are a number of top owners and top drivers here in Southern California and throughout the United States who feel as I do in this matter, and who have indicated to me their willingness to join with me in transferring sports car racing to a true professional status such as is practiced in the continent of Europe.

It must be obvious to you that with the tremendous expense involved in maintaining top flight cars, that sports car racing could no longer remain in the amateur level and under the control of amateurs.

I am sure you agree with me that this proposed action will be a great success throughout the country and in reality will do more for sports car racing than what is being done at the present time. I intend no malice, but you understand that top owners and quality drivers who are, of course, essential to the increased success of sport car racing cannot long endure a situation wherein quality machines and quality drivers are competing for \$3 trophies.

As you are certainly well aware, it is impossible, under the present handling of sports car racing, to obtain top level European drivers and machines to participate in races as they are now being handled and conducted. The race at Sebring, Florida, is an example of the transition from amateur to professional racing where it was necessary to put the race on a professional basis where prize money was offered to competitors.

Keep your eyes on future professional races where not only top machinery but the top drivers from all over the world, including Europe, will participate for the first time here in the United States.

Very truly yours,

(Signed) TONY PARRAVANO

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DOROTHEA DEEN, executive vice-president of Cal Sales, distributor for the Triumph sports car, welcomes M. Bernard Cahier during the races last Sunday at Santa Barbara. Cahier is European representative for Road & Track magazine, and two nights before was honored at a cocktail gathering given by John and Elaine Bond of the publication and attended by scores of notables from the sports car colony. Here, they pose with Nick Pastor's famed 149 Triumph TR2, which was driven to victory by Pat Sawyer in the ladies' race. Car was put into tip-top condition by Pastor's chief mechanic, stogie-smoking Elmer Ballard.

SEBRING ENTRY LIST

Sat., March 24—10 A.M.

Car	CC	F.I.A. Class	Drivers
Make	(Displ.)	App. J App. C	*To be announced.
Kurtis	5583	B	Ray Crawford*
Chevy. Corvette	4346	C	John Fitch-Walt Hanegen*
Chevy. Corvette	4346	C	Ed Lunken*
Chevy. Corvette	4346	C	Chuck Haason*
Chevy. Corvette	4346	C	Ernie Erickson*
Jaguar	3442	C	Mike Hawthorn-Ivor Buck
Jaguar	3442	C	Duncan Hamilton-Desmond Titterton
Jaguar	3442	C	Wm. Spear-Sherwood Johnston
Jaguar	3442	C	Briggs Cunningham-Gordon Bennett
Jaguar	3442	C	Bob Sweikert-Jack Ensley
Jaguar	3442	C	Alfonso Mena-Santiago-Gonzales
Jaguar	3442	C	Gordon McKenzie-Sam Weiss
Ferrari	4400	C	Jake Kaplan-Russ Boss
Ferrari	4954	C	Jim Kimberly*
Ferrari	3500	C	Howard Hively-Troy Ruttman
Ferrari	3422	C	Phil Hill*
Ferrari	3422	C	Juan Manuel Fangio-Castellotti
Ferrari	3422	C	Luigi Musso-Oliver Gendebien
Ferrari	1906	E	Marq. de Portago-Harry Schell
Ferrari	1906	E	Porfirio Rubirosa-Jim Pauley
Ferrari	1906	E	Julio Pola-Enrique Muro
Maserati	2996	D	Piero Taruffi-Jean Behra
Maserati	2996	D	Cesar Perdisa-Carlos Menditeguy
Maserati	1496	F	Robert Burns-Norman Scott
Maserati	1496	F	de Tomaso-Isabell Haskell
Maserati	1496	F	William Lloyd
Maserati	1496	F	Stirling Moss-Peter Collins
Aston Martin	2922	9	Reg. Parnell-Roi Salvadori
Aston Martin	2922	9	Carroll Shelby-C. A. Brooks
Aston Martin	2922	9	Lance Macklin-Archie-Scott-Brown
Austin Healey	2660	9	Roy Jackson-Moore, E.-Forbes Robinson
Austin Healey	2660	9	George Huntton-Phil Stiles
Austin Healey	2660	9	Chester Flynn*
Mercedes-Benz	2396	9	Charles Wallace-Duncan Black
Mercedes-Benz	2396	9	Paul O'Shea-Dick Thompson
Mercedes-Benz	2396	9	S. H. Arnolt-Bob Goldrich-Ray Cuomo
Arnolt-Bristol	1971	7	Bob Ballinger-Jack Ryan
Arnolt-Bristol	1971	7	J. Peterson-Phil Stewart
Arnolt-Bristol	1971	7	John Weitz-Manuel Boss
Morgan	1991	7	Mike Rothschild-George Hunt
Morgan	1489	6	David Ash-Gus Ehrman
MG	1489	6	William Kinchloe-Stevie Spiller
MG	1489	6	F. Allen-John Van Dine-S. W. Blackman
MG	1489	6	Baron von Hanstein-Hans Herrmann
Porsche	1496	6	Count von Trips-Herbert Lings
Porsche	1496	6	Jack McAfee-Peter Lovely
Porsche	1496	6	Ross Makin-Frank Bott
OSCA	1062	G	Ed Manoz-Mauricio Marcotulli
OSCA	1062	G	Ed Hugus-John Bentley
Cooper	1098	G	Leech Cracraft-Rod Byron
Cooper	1098	G	Joe Sheppard-William Smith
Lotus	1097	5	Dr. Wylie-Peggy Wylie
Lotus	1097	C	Colin Chapman-Len Bastrup
Lotus	1490	F	Jean Lucas-John Noorwood
Renault	745	H	Paul Armagnac-Cene Mercader
Deutsch-Bonnet	745	H	Rene Bonnet
Deutsch-Bonnet	745	H	Harry Kite-Francois Crouzet
Deutsch-Bonnet	745	H	J. H. Dressel-W. Woodbury-F. Pohanka
AC	1991c	7	F. Umberto Maglioli-Consalvo Sanesi
Alfa-Romeo	1290	F	

International Competition Sports Car Classes: (According to Appendix C, International Sporting Code of the FIA Figures given are for cubic displacement.)
Class A—Over 8000cc (488 cu. in.)
Class B—Over 5000cc (305") and up to 5000cc (488")

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• Checkered Flag

By Art Luring
Los Angeles Times Columnist

DID PARRAVANO BAN KILL GOLDEN EGG-LAYING GOOSE?

TONY PARRAVANO, the Inglewood contractor who collects exotic racing machinery the way paisanos accumulate stamps, was barred from "amateur" racing activities by the Contest Board of the CSCC.

The reason for this blacklist was that he "sold" his famous 3-liter Maserati to a business associate, Henry Maag. The latter, in turn, made a deal with Jimmy Bryan, former Triple A National Champion and well known Phoenix Phantom of professional racing. Bryan drove the Maserati to an overall win in the March 4 Willow Springs "pro" meet and won a handful of guilders.

So the CSCC board met and banned the car AND Parravano from sullyng the trophy-gleaning circuits for at least a year. And it appears that the ban applies not only to Parravano but the Maserati as well. By now the SOCA has probably taken similar action. This banning the car in a way reminds your scribe of Hitler's attitude when he even purged cattle because they belonged to Non-Aryans!

Evidently the ruling did not bother Tony a whit. His attitude is clearly set forth in his answering letter which appears in its entirety elsewhere in this issue of MOTORACING.

WANTS RETURN FOR HIS BUCK

For this chronicler, at least, the atmosphere clears more than somewhat. Mr. Parravano is honest in admitting that he wants a return for his buck. Here we have a "professional" sportsman who wants a share of the buxoffis gate instead of mere victory baubles and checkered flags donated by Geepie.

Senor Parravano states in his letter that it "is impossible under the present handling of sports car racing, to obtain top level European drivers and machines to participate . . ."

True—still your historian feels that local talent pushing their own jobs do a fairly good job of staging races in the best traditions of the sport. Just when we will see Fangios, Mosses, Hawthorns, et al., burn petrol out here is questionable. It is as questionable, for instance, as the possibility of European marques sending their factory teams this way to perform at Ontario, Willow Springs or any of the other circuits. Adios, Parravano, we'll miss your fancy iron and those "amateur" name drivers who took the risks to gather trophies for your collection. On the other hand, perhaps we can look forward to a renewal of owner-driver competition.

WHAT'S WRONG WITH A \$3 TROPHY

This writer sees nothing wrong with people competing for \$3 trophies (by the way, is that the wholesale rate?! What he still campaigns for is some means whereby the owner-drivers can get financial relief in the form of some sort of return which would, at least, serve as an excuse for them to deduct part or all of their racing expenses from income tax.

There are those who feel that the board's action in precipitating Parravano's desertion to the "pro" side is equivalent to killing the proverbial golden egg-laying goose. Without his cars and drivers, they argue, the road-racing agenda could settle down to a dull merry-go-round of prosaic stock sporsters plus a mere scattering of modified jobs. And, they maintain, no exotic machinery and stellar drivers — no crowds of eager, admission-paying spectators.

JOHN PUBLIC INTERESTED IN CARS

Mebbe so. However this pundit has always felt that the majority of spectators like to see their favorites perform. And by favorites he refers to cars which can be driven for practical use as well as raced.

Certs there can be no self-identification for the average sports car driver-owner spectator with a Ferrari or Maserati, which is purely a competition car and as out of place around town as a sports car club officer on the panel of a forum on logic!

Victory Banquet Saturday, Mar. 24

California Sports Car Club's victory banquet for last weekend's fifth running of the Santa Barbara road races will be held Saturday, March 24, at the Fox Hills Country Club, 5800 Slauson avenue, Culver City.

Cocktails start at 7:30 p.m., dinner at 8. The trophy presentation will be short and sweet and then the music begins. Don Ricardo and his seven-piece orchestra will entertain.

Tab for dinner will be \$4.50 per person. Reservations should be made by calling any of these three numbers: NO 1-3312, SY 8-1764, OR 8-7527.

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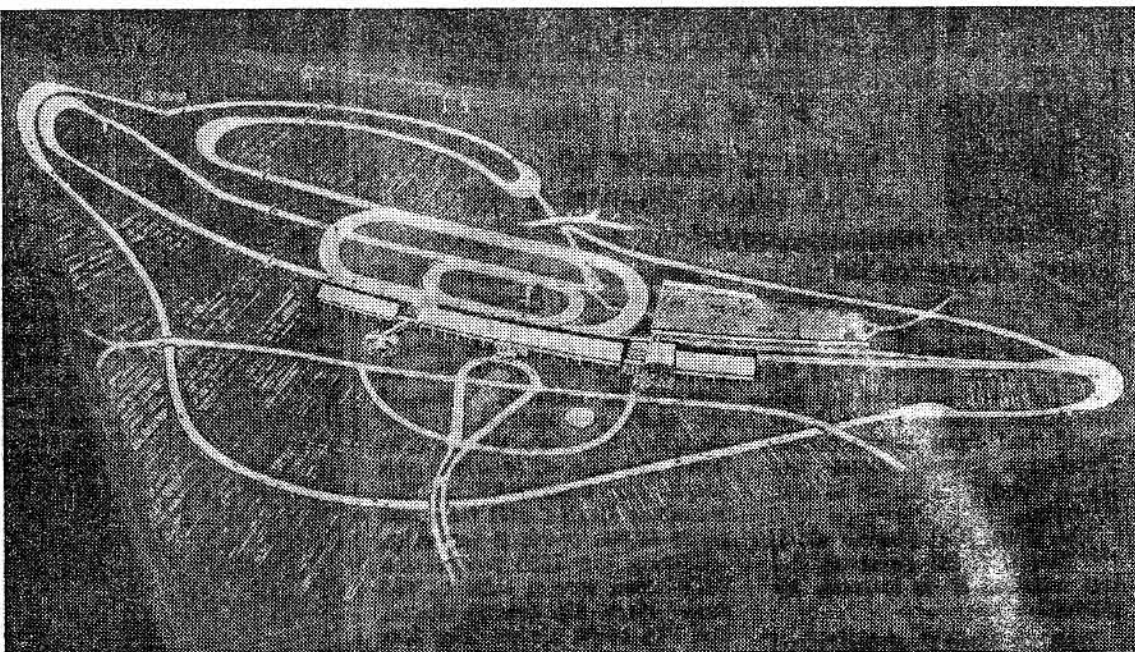
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PROPOSED LOS ANGELES INTERNATIONAL MOTOR RACEWAY

April Ground-Breaking

PLANS CALL for ground-breaking at the proposed Los Angeles International Motor Raceway, near Ontario, for early April, it was announced by Kermit Pollack, president of U. S.

Automotive Testing, Inc., promoters of the track.

The date will be announced as soon as it is learned when Gov. Goodwin Knight will be available for the ceremonies.

The racing schedule will be announced shortly.

First races are still planned for mid-July, although this is highly improbable.

Al Torres, Rudy Cleve and Jeff Cooper, track officials, left this week for business confabs in the East and to attend the Sebring race.

Chevrolet Takes Stock Car Feature

Dempsey Wilson, Hawthorne, drove a '56 Chevrolet to victory in the 200-lap NASCAR main event March 11 at Gardena Stadium.

Howard Phillips was second, followed by Chuck Meekins, Danny Letner and Ed Grey. Wilson's winning time was 1:07:56.

Dick Barry won the 30-lap j-alopy main event last Sunday. Jack Austin was second and Charley Stoner third.

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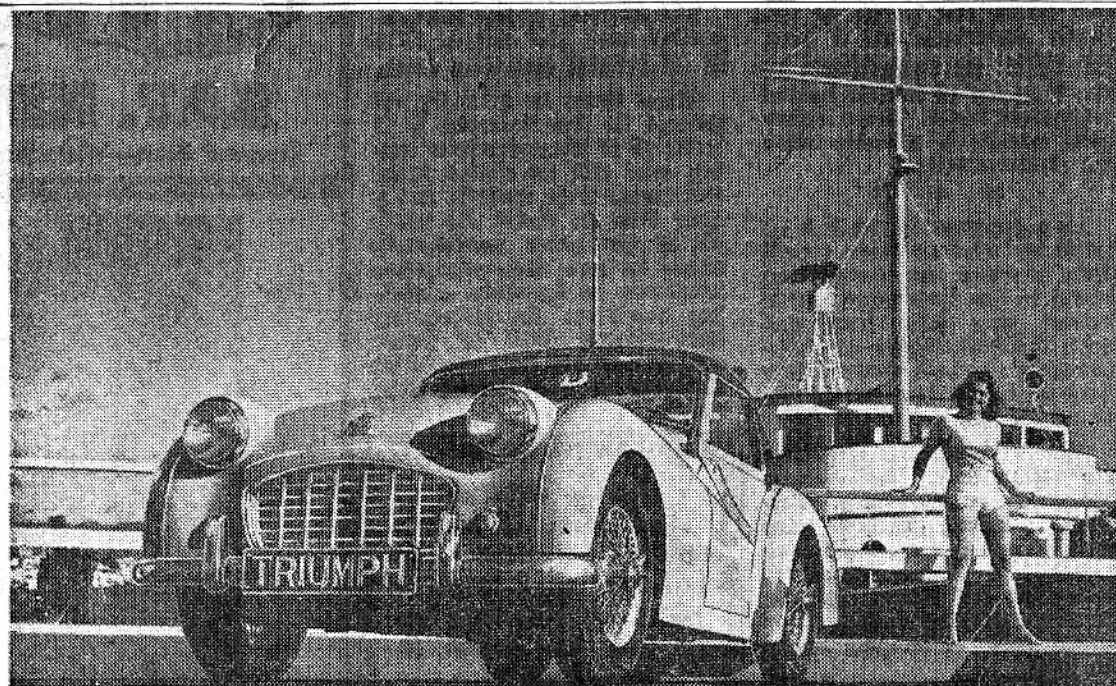
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European Scene

By W. Robert Nitske

WHEN IT COMES TO NEWS CAR FIRMS REMAIN QUIET

NEWS COMES TO US by a round-about way that Queen Elizabeth bestowed the title of Sir to the Jaguar head man William Lyons. That he has done an outstanding job for Britain and the sports car world had long been recognized by many others the world over. The honor is well deserved.

The thing that puzzles me is the fact that the company did not mention it to anyone, apparently.

Neither have they publicized the fact that Jaguars, Ltd., have exported some 60 million dollars worth of cars and parts to the United States since the last war. That is certainly a substantial amount in anybody's currency.

Jaguar intends to participate in the 12-hour event at Rheims, the Le Mans 24-hour race, and the Dundrod Tourist Trophy this year. Besides their team driver Hawthorn, Ivor Bueb will drive again for Jaguar.

PREFER OBSCURITY

An amusing contrast to this apparent preference for obscurity by Jaguar is the formality of the advertisement of the AC car people announcing their U. S. distributors.

Listed are several Messrs., like a Beach Garage, Ltd., or Import Motor Cars, or so and so Esq. To most Americans Esquire suggests a popular monthly journal which features the female form in various poses and states of undress. Americans, as a rule, are singularly unimpressed by the long list of initials behind someone's name. These represent usually a suitable filler for alphabet soup.

As a contrast to the lack of publicity about their Grand Prix entries, as complained about in the last column, this writer was duly impressed with the high degree of showmanship which General Motors achieved in their Motordrama exhibit.

The demonstrative showings of various safety devices was certainly commendable. Perhaps someone should have pointed out to the safety engineers the deadlines of the knife blade-like tail pieces on their Cadillac prestige model. They could easily slice you neatly in two!

Probably the chrome plated weapons were designed to give their owners the feeling of safety, usually associated with the carrying of a deadly shooting iron.

'IMPALER MODELS'

Of course, the two pointed missile-like protrusions on the front where bumpers used to be, make this expensive line of motor cars the unchallenged "Impaler" models of the huge corporation.

The piercing pieces of this Cad also fit exceedingly well into the unprotected body of the Chevrolet Corvette, especially when parking the vehicles. Perhaps individual competition between the different divisions has been carried to an extreme in their designing departments!

With reports of cutting back of automobile production in many places, it is refreshing to hear that Porsche is actually stepping up production of their little passenger car to 400 units per month. A new company has been founded to build the line of tractors and jeeps. The Porsche-Diesel Motorenbau GmbH will turn out some 15,000 tractors annually.

During the 1955 season the DKW cars won a total of 704 first prizes, 325 second places, and 214 third places. The factory also won 21 firsts, 10 second, and 12 third places with their teams and 45 overall victories. (This information did not come from a local source, although the dealer might be able to use it in his advertising of Das Kleine Wunder.

The governing authorities have suggested that the presently effective formula I (which stipulates engines up to 2500 cc without, and up to 750 cc with supercharger) remain in effect until the end of 1959. This action is subject to final approval by the meeting of the FIA general assembly May 22 to 25 at Baden-Baden.

AVIATION GAS

The possibility of using regular aviation gasoline from 1958 on, has been suggested. A new formula II to begin in 1957, allowing racing cars with unsupercharged engine of 1500 cc on 100 octane aviation gasoline, has also been proposed.

The formula III has been extended until the end of 1959 in its present operating form.

Since there is really no change in the formula I, it looks as if Mercedes-Benz racing cars will be absent from the Grand Prix circuits for a long time to come. At least, all of the other participants ought to have their respective machines in excellent operating condition. An interesting international field of fairly evenly matched cars should be the rule at most Grand Prix events.

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USAC AIMS were told to press last week by Duane Carter, second from left, competition director and secretary, at L.A. Press Club. Here he is being interviewed by Maury Powell, MOTORACING managing editor. Others are Bob Estes, left,

car owners' representative of the new U.S. Auto Club; Herb Porter, mechanics' representative, and Luigi Lesovsky, far right, Western Region USAC representative.

CSCC Announces 5 Racing Dates

Announcement of the CSCC's next five racing dates and locations were made by President Joe Weissman during the recent Santa Barbara races. Of interest was the fact that of the five events slated, only two are being run at sites previously used and only one at a former CSCC

stamping grounds.

The events are: May 19-20, Bakersfield; June 23-24, Pomona (the new track on the L. A. County Fairgrounds); July 21-22, San Diego Naval Base; August 18-19, Paramount Ranch (Agoura, Calif.); September 1-2, Santa Barbara.

AD TIPS

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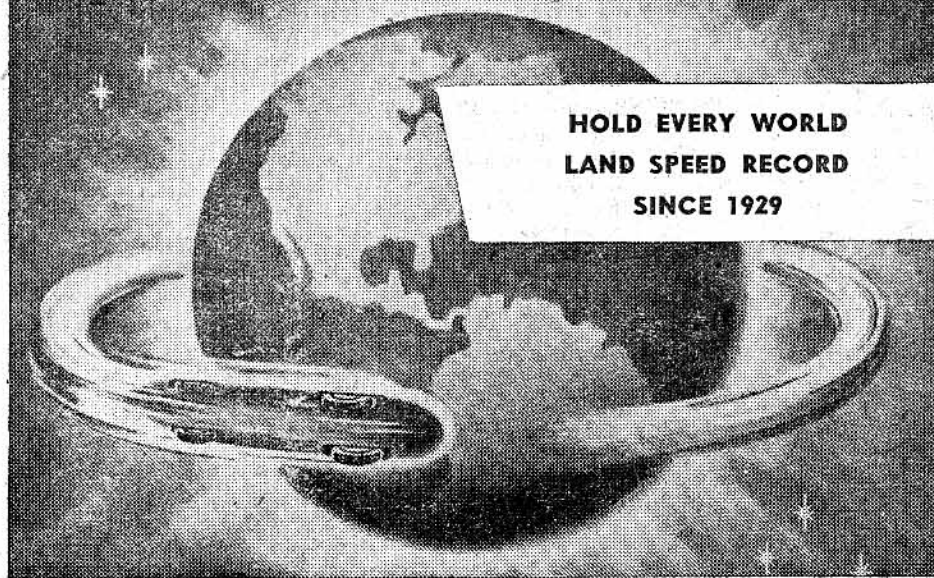
SAT. NITE, MARCH 31

Reserved Seats—Write Ernie Mohamed

TRIALS, 7 P.M.
RACES, 8:30

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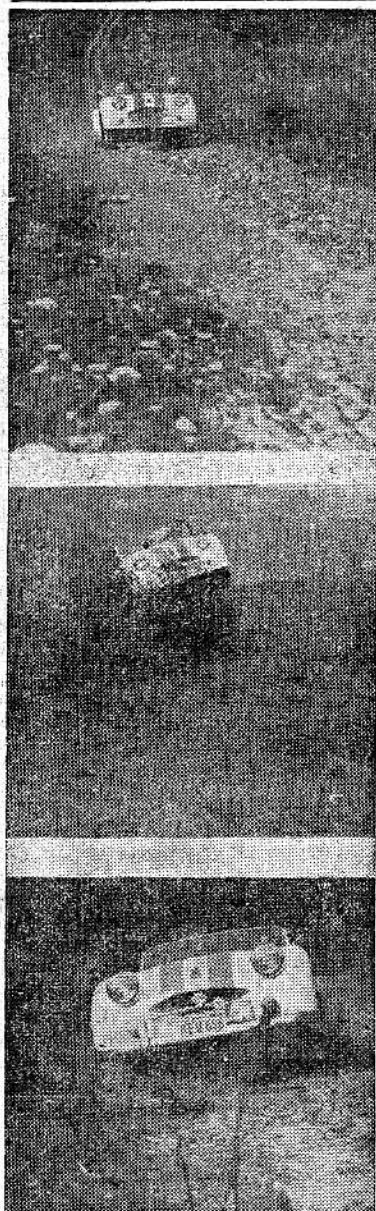
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DON SANDERS in his rugged Triumph TR2 demonstrates some typical English Trials driving.

English Trials Slated April 1

ONE OF THE world's most intriguing sports car events—the third annual English Trials, sponsored by the M.G. Car Club of America—will be staged Sunday, April 1, at Encino.

Still comparatively new in this country, although steadily gaining favor, English Trial are extremely popular in England, where on almost any Sunday you will see groups of dirty little sport cars roaring over the countryside.

The Encino site appears to have been lifted from Merry Old England and transplanted complete with rolling green hills and some steeper inclines with a little California sage brush thrown in for good measure.

Trials test your driving skill and your navigator's ability to shift his weight where it will do the most good. The course consists of five legs, each designed to test you in a different way.

One of the legs is a straight hill climb, which when viewed from the starting position appears to be a gentle slope, but is really quite steep. When you reach the top you will make a hard left turn and enter a chicane through the brush that will return you downhill almost parallel to the climb to a position opposite from where you started. At this point the timer will mark your score card and direct you to a rather large figure eight (approx. 1/4 mile). You will take two laps on this section—the first to feel it out and the second for time with a flying start. This figure eight is not quite on level ground, but goes uphill and down dale. Another leg is what is called a "there and back." There are two other legs, but that's a secret.

The Trials are open to anyone driving anything that qualifies as an automobile under FIA rules and regulations. Cars with limited ground clearance or extreme overhang are discouraged. Entry fee is \$5. This includes admission for both driver and navigator. Call Aline Edelson, DI 2-0210. Spectator admission is 75



ROMAINE GARY, left, new French consul general in Los Angeles, is welcomed by Johnny Green, Western distributor for the French Renault car, in front of which they are pictured. M. Gary drove one of the popular sedans in France.



By John Foster
National President, FCCA

HAVE TO PEEP in the rear view mirror occasionally to bring you a glimpse of an event you may have missed . . . so you'll know next time.



JOHN FOSTER

Recently, FCCA San Fernando Valley and General Petroleum Corporation hosted 55 cars to a really splendid economy run called a "FRUGALITY RUN" in order not to steal anyone else's thunder. Never knew we had so many Scotsmen in the club! With a blood curdling whirl of highland bagpipes (or was it the VW with four pipes?) and the starter's cry of "Ach awa wi ye noo!" the cars leaped away like snails with snowshoes on, to the gentle throttle stroking by stockinged feet, for the meanest 150 miles ever squeezed out of our pocket "Ronsons." We kept our wicks dry and General Petroleum made nothing (except our sincere thanks) out of the day's run.

A much larger turnout had been anticipated for this well known annual event. The fact that it held the Council sanctioned open date on the calendar didn't deter other clubs from staging invitational events on the same date. One club even used practically the same starting point! "Absit omen."

IT WAS A BALL

Everyone had a ball, however, and I bet you never realized that 68.2 mpg can be squeezed out of an Austin-Healey (Earl Burdick of Santa Monica Chapter, 1st place overall and 1st place class D).

Some of the other interesting mileages were C. E. Strong's Panhard 84.0 mpg (1st Class A); R. Hukill's MG-TF 57.04 mpg; T. Wilder's 300SL 34.8 mpg; and the Jags around 30 mpg.

The run was fast and full of the ingredients we all love, mountains, canyons, desert, the odd (very odd) dirt road, and the run required just the right amount of navigating to make the co-pilot's trip a pleasant necessity.

THANK YOU, GP

Congratulations to SFV Chapter and Bill Levy in particular

cents, children under 12 free if accompanied by an adult.

Trophies will be awarded to the following classes: a. Production Cars; b. Specials; c. Small Sedans; d. First Team; e. First Woman, plus a Sportsmanship Trophy and a Hard Luck Trophy.

for a typically well planned event, and thanks a million, General Petroleum, for all you are doing towards furthering our great sport.

Entry blanks for the BIG MONTE CARLO type rally to PEBBLE BEACH ROAD RACES APRIL 21, are now available from your local chapter secretary or by phoning FRONTIER 2-7526. Plan early to travel up to the races Monte Carlo style. Starting place—your own home, your own speed and time and route! Dash plaques for all entrants and dozens of handsome trophies. Everyone invited, any make car, so DON'T miss this event of the year. Mail in your entry blank early, there's a good sport.



Rallye Roundup

By Buzz De Bardas

MONTE CARLO TYPE RALLYE ENDS AT PEBBLE BEACH

WHEN THIS SERIES of articles was first conceived, it was decided that we would mention all the different types of Rallyes being run in Southern California.

I didn't think anyone would come up with anything different, but I was wrong. Burton Harrison, president of the Santa Monica FCCA, is putting on a Monte Carlo type Rallye (Council sanctioned) that combines all the best type features of a nice ride, a navigational type Rallye and a gaggle, and last but not least, has it end at the road races at Pebble Beach.

This is the way it goes. You can start anywhere in the U. S. and arrive at a control section that is a few miles long, and close to Pebble Beach. The Check-in-point will be within a few miles and the control and will be open for three hours.

Let us say that you live 300 miles from Pebble Beach, and that you estimate your all-over average at 60 mph (which is illegal). It would then take you five hours to arrive at the start of the control, and you would have to average 60 mph right through the control (which is still illegal).

LIST THREE ITEMS

If, though, you planned on a 30-minute lunch break, and a 30-minute gas stop, and wanted to spend four hours swimming

before you arrived, then the trip would take five hours' driving time, plus five hours' non-driving, or a total of 10 hours for the 300-mile trip, or an average of 30 mph.

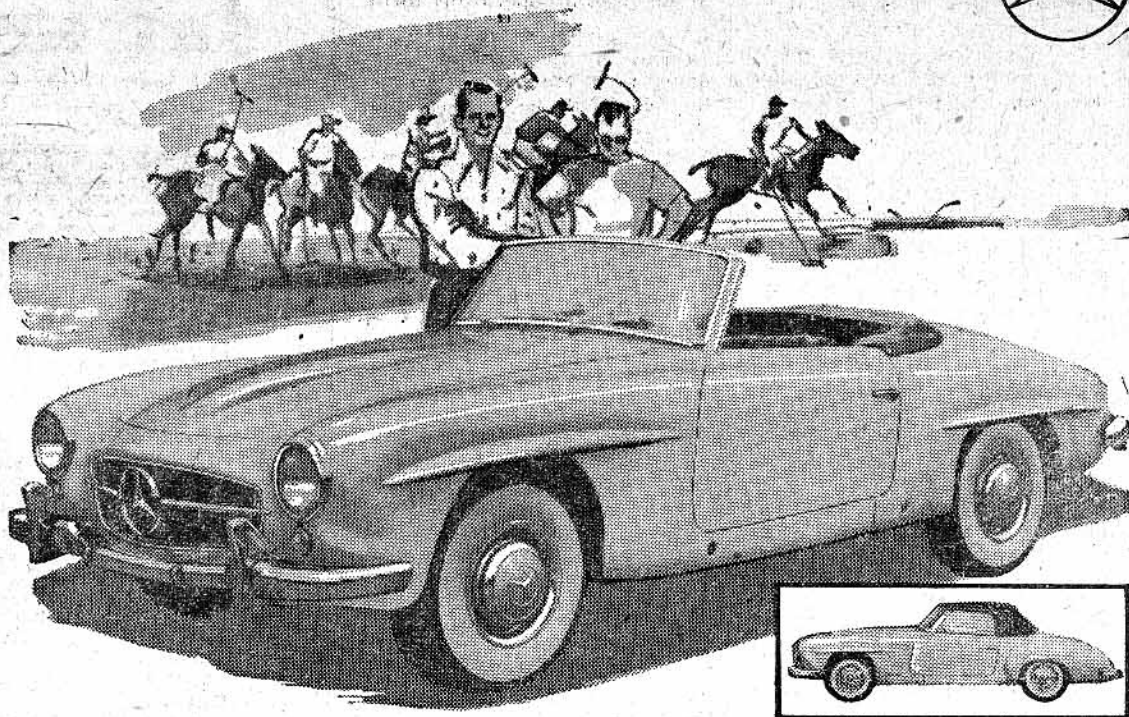
After you have sent your entry in, you will receive a card that has to be completed. You will have to list three different items—(1) the average speed that you have selected; (2) the exact time that you plan on starting; (3) the mileage on your speedometer at the place from which you start. I guess that the organizers would probably like to know your name. Although this may sound silly, it is surprising how many time cards I've seen with a signature like MGTD. Please put your name on the card.

BOY WITH KIDNEYS

Last but not least, the card must be mailed within 25 miles of your home or starting place, and within a few hours of your departure time.

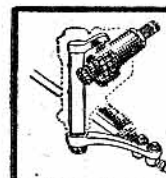
I don't know if I could win, place, or show in this Rallye, but this is the way that I would go about it. First, get a fine road map and figure out the distances on the road that I would expect to use, plus any side trip I might take on the way up. Plan on averaging a decent speed on the main road and about 10 mph through any cities, towns, (Continued on Page 10, Col. 5)

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Two great cars in one!

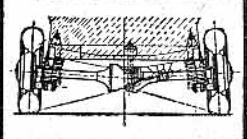
Enjoy the thrilling speed and handling qualities of one of the world's great sports cars, engineered by the makers of the world championship racers. Yet, relax in the solid comfort and impeccable styling of a great convertible, by the makers of the world's finest automobiles. Weather-tight top, ample luggage space, optional third rear seat—all these in a car with a 120 hp ohc engine, capable of lightning acceleration up to 112 mph! Only Mercedes-Benz could have created the 190-SL, unsurpassed in its class for track, travel or traffic. Ask any Mercedes-Benz dealer for a road trial you'll never forget!



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Dealers from Coast to Coast

The Jimmy Dean Racing Story

Career Closes After Three Races

(Fourth and last article of a series)

By Gus V. Vignolle

HIS VICTORY at Palm Springs exactly one year ago whetted Actor Jimmy Dean's racing appetite to the utmost—but he was to be involved in only two more races before his untimely death in a highway traffic accident last Sept. 30.

After Palm Springs came a race at Bakersfield on May 1.



JIMMY DEAN
Racing Was In His Blood

It was for 1300-2000cc productions and 750-1500cc modifieds. The distance was six laps.

Again Jimmy did remarkably well in his white Porsche Super Speedster. He finished third over-all and first in class F.

This is noteworthy when you consider that Marion Playan was first to get the checkered flag in his rugged MG Special. And second was one of the best up-and-coming drivers in this business, Jean Pierre Kunstle in a super-charged Devin Panhard.

This was Jimmy's third race and the last one he was to finish. A first and second at Palm Springs, and now a third at Bakersfield. One-two-three in three starts.

Next came the Memorial Day week-end, on the tag end of last May, at Santa Barbara.

MOVES UP FAST

Dean started in 18th position in the under 1500cc race for productions. Five laps after the start he was fourth over-all—but it was then that bad luck struck. His mount blew a piston right through the head.

He was on location in Texas for the Hansen Dam race in June and the Torrey Pines races in July. Came the Labor Day week-end whirled, early in September, again at Santa Barbara, but Jimmy Dean was to be only a spectator. He went up because of Lew Bracker's first race.

His car was in the shop undergoing repairs. Few knew he was cautious and mechanically meticulous. He often said he'd never drive in a race unless the car was in perfect running condition.

Those were the last races he attended. Unable to race, he was pretty crestfallen that evening when most of the aficionados gathered for dinner at the Talk of the Town restaurant in Santa Barbara.

PLANS RACE FUTURE

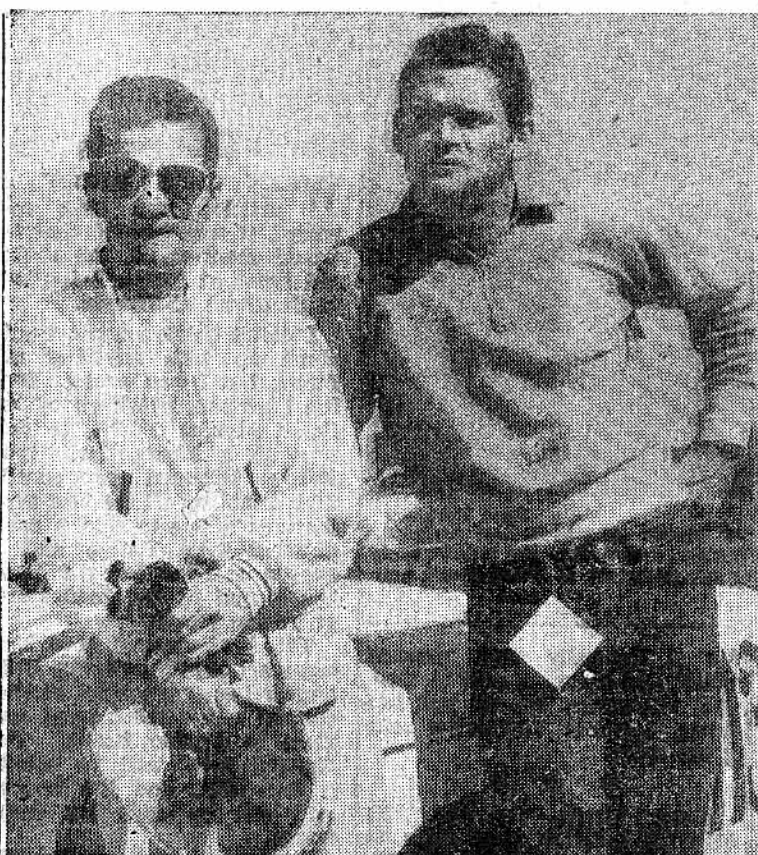
I ran into him and his good friend, Bracker, and a few others that evening. He chatted amiably at our table and thrilled our daughter and Susie McEntyre, Dick (Mobilgas) McEntyre's moppet—two of the most dyed-in-the-wool Jimmy Dean fans extant.

In his own mind, Jimmy envisaged his racing future and the cars he would drive. A Lotus would be next, followed by a Porsche 550 Spyder for the Mexican road race, and then his greatest ambition—a 3-liter Italian Maserati for Grand Prix racing in Europe.

He made a deposit to Ken Miles for a Lotus, all the while telling Bracker of his yen for the Porsche.

NOTE, DEAN FANS

MOTORACING has received many requests for photos of Jimmy Dean. They will be acknowledged as soon as possible. Please be patient.



LEW BRACKER, left, one of Actor Jimmy Dean's best friends, and Bill Tunstall were always with the late actor at Southland sports car races. Jimmy got Bracker interested in sport as a competitor.

SEVERAL FACTORS IN DEATH CRASH

Dear Gus:

I recently had occasion to drive the identical road over which James Dean took his last ride. I had, probably, the same thoughts as others: He was driving ridiculously fast. This definitely was not so, for I went from the Ridge Route to Paso Robles in exactly two hours flat and at no time did I exceed 85 miles an hour. Also stopped for gas and a rest stop in Taft on the way.

Now some may feel that this is a ridiculous speed and in some cars it may be; however, my Mercedes-Benz 300 sedan does it very nicely. The point I am trying to make is this: Dean was the victim of the sum of small contributing factors—

1. Small, low car.
2. Dull color and hard to see against desert background.
3. Late afternoon and probably didn't have lights on.

In short, I doubt that the driver of the car that hit Dean even saw him prior to almost actual contact.

We all know Dean as having been a wild one, but this time he was almost innocent, though he is just as dead.

NILES HOWELL,
HOLLYWOOD, CALIF.

One Sunday late last August at Bracker's Studio City home, Lew showed Jimmy a magazine that told of races at Salinas Oct. 1-2. "Why not race there?" Jimmy asked.

It was then that Bracker informed his pal he had spotted a Porsche Spyder in Johnny von Neumann's show window at Competition Motors. This was in the nature of news. "What?" was all Jimmy asked.

HE BUYS PORSCHE

The next day when Lew saw Jimmy, a Porsche manual was sticking out of the latter's pocket. He looked at Lew with the typical expression of the cat that had just swallowed the canary. He had traded in the Super Speedster and plunked down \$3000.

Dean immediately started to put miles on the Porsche and began dicker for a trailer to transport the racer to Salinas. "I don't want to drive the Spyder up north," he said more than once. "It's too dangerous." This didn't sound like the Jimmy Dean referred to by many as "that wild one."

About one week before the Salinas races, the actor was involved in a minor accident while driving about the city. That meant the Spyder had to go to the shop for some body work.

The new racer had only 800 miles on it. That slight mishap had prevented him from putting more miles on the odometer.

The Porsche needed more miles.

There was only one thing to do—drive to Salinas.

Around 2:30 p.m. on Sept. 30, Jimmy Dean pulled out from in front of Competition Motors with Rolf Wuetherich, skilled German

Porsche mechanic with the von Neumanns.

TELLS OF DANGER

More than once Jimmy had told Bracker and Bill Tunstall, another close friend who had helped him with the Speedster, "The most dangerous part of racing is driving to and from the track."

How right Jimmy Dean had been! A little more than three

SANTA ANA — MARCH 11

- A—F. Mas Honda, Merc., \$3.45.
D—Kenny Lindley, (10.5 ct), Chrys., 143.52.
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Sport Med—Ira Cobb, MG-60, 80.00.
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Sport Med—Max Balchowsky, Buick-Doratti, 107.52.
3050 Gas—Bill Guthridge, Triumph, 97.02.
3050 Fuel—Short's Cycle Shop, Velocette, 96.15.
40 Gas—Dick Ries, Triumph, 90.90.
61 Gas—Shorty Harman, Harley, 104.16.
A—Tommy Cook, 149 Ford, 74.07.
B—Bill Patridge, '51 Olds, 76.33.
C—Stick—Bob Solesbee, '55 Chev., 81.30.
C—Auto—Carlyle Webb, '55 Chev., 76.92.
D—Hawley Smith, '56 Buick, 84.74.
E—Dee-Carey, '46 Merc.-Cad., 94.33.
F—Thomas Bryant, '34 Dodge-DeSoto, 90.90.
CA—Ronnie Burton, '56 Chev., 82.69.
C—Hart's Texaco, '56 Chev., 84.95.

SANTA MONICA FCCA
Monte Carlo Type
PEBBLE BEACH RALLY

53 — April 21, 1956

Information and entry form:

Betty Lynch, EX. 8-3933

P.O. Box 34693, Los Angeles 34, Cal.



Vignolle & Powell
ROLF WUETHERICH
With Jimmy on Fatal Ride

hours after he had left Hollywood, he was dead. Wuetherich received serious injuries as the result of the crash with a hot-rod. Today, six months later, he is still hobbling around on a cane from a fractured thigh.

And so death came to Jimmy Dean, 24, a great actor on the road to becoming a great driver.

It was Salinas that had made him, for this was the locale of John Steinbeck's "East of Eden," the film that rocketed him to stardom. All of the location filming had taken place here.

And it was while Jimmy Dean was on his way to Salinas that death released his heavy foot from the throttle.

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Now is its second year, with divisions in the U.S.A., Canada and membership through several countries. Soon we hope to have a division in England and continental Europe.

The J.O.A. has its own publication, The Jaguar Journal, which has many informative articles of a technical nature aimed to help the Jaguar owner. Also included in the membership is the badge of our Association which now can be seen thru most of our states and many foreign countries.

At this time we have monthly sports events and meetings in New York and Chicago, with California soon to follow. A unique National two-day event has been established in Quebec, Canada, on the 26th and 27th of May, with the cooperation of the City officials and police. (Open to all sports cars).

The yearly membership is \$15 and it is open to all enthusiastic sportsmen and Jaguar owners who are willing to work with us towards making the J.O.A. one of the finest sports car organizations in the field.

A LETTER TO US WILL BRING ADDITIONAL INFORMATION.

137 EAST 28th STREET, N. Y. 16, N. Y.

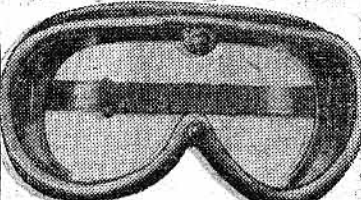


MARION'S MEANDERINGS

By Marion Weber

THE Palm Springs races were welcome for two reasons... excitement on the track and an excuse to visit a real winter paradise. It's too bad that certain hotels felt it necessary to gouge on prices and renege on one-day reservations made weeks in advance. This is an old trick of Hotel people and we who travel hundreds of miles from home are pretty much at their mercy. However, it will be a cold day in paradise before we patronize one of the Palm Springs hostels which calmly refused to honor reservations made for a party of 12 because they were for Saturday night only. There was considerable feeling that the race committee should notify hotels well in advance that a race week end is in prospect so that their rate-jacking could be conducted early and all of us would get taken equally.

Oh, well, Four Le Sport! Speaking of racing, it is with



considerable pride that we announce that we now handle the famous SAE racing goggles. The finest, ladies and gentlemen, a fit companion for our driving gloves worn by some of the better throttle stompers. Type 1134 have shatter-proof lenses, optically correct, clear only. Price \$5.95 postpaid. Type 1132: Selection of lenses; clear, light amber, dark amber, smoked, light green, dark green or light blue. Price \$2.95. Type 1137: Same as 1132 but smaller... for gals and little guys... Economical, too; \$2.45 is all.

Gloves. Yes. Our imported Italian driving gloves are the greatest thing to come down the pike in many a year. Soft, supple and retaining the feel of the wheel, yet sturdy enough to stand lots of wear and abuse. Good looking enough to be dress gloves, light tan Cape-skin backs, ventilated for comfort, dark tan or brown palms, double stitched and reinforced. A positive steal at \$7.95. Make a wonderful gift for someone who "has everything." Buy today. Mention MOTORACING.

Our MG MITTENS are still selling like canvas car covers to the smart set who realize that you can protect a several-thousand dollar investment with a few bucks. Absolutely. Our 1951 TD is immaculate. Top upholstery, fascia (dashboard, to some) and interior, the things which really count when you go to make a deal with some Honest John, the items of appearance which get those extra dollars on a trade-in, these are the things an MG MITTEN preserves. If your car sits outside even 8 hours a day while you work, it needs a Mitten, or whatever we make to fit it. Save it from sun wind and dirt. Get to gittin' and get a Mitten.

MG Mitten
Healey Hugger
Triumph Tunic

\$17.95

Lightweight Canvas

\$24.50

Butyl (Not Plastic)

Water repellent

Jaguar Jacket
Porsche Parka
VW Vest

\$22.95

Canvas

Corvette Cap
Thunderbird Teepee
Benz Blanket

\$29.50

Butyl

Write me for a convincing catalog of car goodies:



Box

Mitten 121

"Fits like a glove"
So. San Gabriel 13, California

Swing to \$ Inevitable:

'Civic Bodies' Interested In Pro Sports Car Racing

By Jim Mourning

(This is the second of a two-article series by Jim Mourning, well-known sports car racing writer, in which he offers a rebuttal to Ken Miles' story, which appeared recently in MOTO-RACING. Opinions expressed are those of the writer and not necessarily those of this publication.—Editor's Note.)

WHEN PROFESSIONAL racing finally arrives, there will be a lot less trouble finding spots to race than is now anticipated. Several groups are already working on new tracks and many others—one a name extremely well known in real estate circles—have expressed deep interest. It would take only the arrival of professional racing to shift this latter group into high gear.

These, of course, would be strictly commercial ventures. The backers would expect the return of their money with interest. This doesn't mean there wouldn't be anything left for the sponsoring groups. Many types of racing now operate under this system in the United States and seem to thrive on it. There is no good reason to think that sports car racing would be the exception.

Then, too, it is highly possible that club officials would be surprised, perhaps even shocked, at some of the "civic bodies" who have expressed an interest in professional sports car racing. Although we cannot vouch for it personally, a reliable source informs us that powerful individuals at Palm Springs and Santa Barbara have expressed interest as have others in communities where amateur races have never been run. We know that the Los Angeles Park Commission is checking into the potential of professional sports car racing.

SMALL CARS REMAIN

All this, naturally, would have a profound effect on the drivers. While it is too early to tell what the programming would be in professional events, it can't be flatly asserted that it would mean the abolishment of races for the small cars or the loss of two-day meets. Unless we have been misinformed, both are still present in the European picture.

We will not dispute the contention that professional promoters would concentrate on "name" drivers. Neither will we dispute the contention that "if the prize money were worth while and if the tax write-off were practical,

then the Parravanos, the Donenys and the Edgars would... reign supreme." It does, however, bring up the point of just who reigns supreme now. It seems that those names all have a familiar ring.

We grant that all this does not present an overly bright picture for the "little guys" of racing and so, stated in a recent column in MOTO-RACING. But then, when James Naismith invented basketball back in the 1890s, it was with the express purpose of producing a game for those not sufficiently endowed for contact sports. And who dominates basketball today? The towering lads with backers who have changed it from a game to a business. Thus it is and thus it will ever be.

ACTION IS NEEDED

The solution to the salvation of the "little guys," not sufficiently endowed to compete with the financially towering operators, does not consist of sitting around deploring the situation, but in getting busy and doing something positive and constructive to give them a decent shake.

In considering professionalism, a clear analysis of the situation seems to be blocked by the persistence with which many individuals ignore its magnitude. They deny the transition from hobby to big business. Coming from men whose intelligence and foresight in other fields are not open to question, this attitude is astounding. The thing is certainly no small-time affair. It has national and even international implications.

DETROIT PERKS UP

No sport that occupies the attention of top U.S. automotive firms can remain minor league for long. And Chevrolet is preparing. (Continued on Page 10, Col. 3)

Arizona Race Attracts Top USAC Drivers

PHOENIX, March 20.—Top-flight USAC drivers are pouring in entries in healthy numbers for the National Championship 100-lapper here at South Mountain Speedway's quarter-mile asphalt oval. Promoter Ernie Mohamed reveals.

First USAC event in Arizona history, the thunderbug scramble is billed Saturday night, March 31.

Mohamed counts the following leadfoots among his certain starters—Tony Bettenhausen, Tinley Park, Ill.; Johnnie Parsons, Van Nuys, Calif.; George Amick, Los Angeles; Danny Oakes, Beverly Hills, Calif.; Jim Gilchrist, Venice, Calif.; Johnny Tolan, Denver, Colo.; Howard Kelley, Inglewood, Calif.; Ski Redican, San Bernardino, Calif.; Johnny Baldwin, Oakland, Calif.; Walt Faulkner, Long Beach, Calif.; Norm Hall, Hollywood; and Don Horvath, Riverside, Calif.

Jimmy Bryan, Phoenix's favorite speed son, has been given a special release from his contract with Car Owner Al Dean, whose machine Bryan will gun in the Indianapolis 500-miler. Bryan will engage in a 3-lap match race with another well-known driver—possibly Bettenhausen or Parsons, Mohamed indicated.

Ken Miles Ouster

(Continued from Page 4)

club business and not available for release.

Kimberly didn't even have the courtesy to answer, which was no surprise at all to this writer, who got an insight into his modus operandi last time he was here at March Field. But he's a millionaire.

SCCA DAMAGED?

They claim that as CSCC prey Miles was instrumental in damaging the SCCA. We know a lot of other CSCC diehards who haven't exactly blown kisses to the SCCA.

The 60 names on the petition constitute about 14 per cent of the local SCCA membership. And this was what allegedly guided National in rejecting Miles!

This writer personally doesn't care if Miles races for the CSCC, SCCA or WPA, but he feels the SCCA booted the whole shebang but good... proving that the outfit is at least consistent.

Following are the local letter to Miles and his answer:

SPORTS CAR CLUB OF AMERICA

Los Angeles Region, Inc.

March 7, 1956

Mr. K. H. Miles
2810 Sunday Trail
Hollywood 28, California

Dear Sir:
Please be advised that at a meeting held on March 1 the Board of Directors of the Sports Car Club of America, Los Angeles Region, Inc., upon recommendation of the Regional Contest Board, agreed to suspend you from participation in events conducted by this Region for a period of six calendar months, commencing Feb. 26, 1956.

It was the unanimous opinion of both the Board of Directors and the Regional Contest Board that your conduct prior to and during the recent Palm Springs Road Races was not in keeping with the standards of courtesy, sportsmanship and observance of authority upon which this Club was founded; and was based on the following occurrences:

1. At Safety Inspection held at Continental Motors on Thursday, February 23, you carelessly or deliberately caused a person who was attempting to speak to you to be thrown to the ground, very nearly causing serious injury to him, when you drove into the inspection pit at an excessive rate of speed.

McAfee takes it all

(Continued from Page 1)

In the under-1500 he lapped everybody. Closest was Cy Yedor, OSCA, one lap, three seconds behind.

WOODS SECOND

Saturday, he finished five seconds ahead of Woods in the big-bore, four seconds in front of Ken Miles, Porsche Spyder, in the under-1500.

First day features were for half-hour, and one hour the next day. He had top identical 74.8 mph averages in the two big-bores.

Biggest thrill was provided when Harrison Evans spun wildly for some 500 feet as he came out of the turn into the back straight in his Ferrari Monza.

Action took place on the eighth lap Saturday.

TOUGHER INSPECTION

The big crowd proved big names aren't the whole from-age. Another highlight was the clamping down at tech inspection in an effort to separate the cheaters from the non-cheaters, as Henry N. Manney III would say.

Yes, it was a great day for the Irish over the St. Patrick's Day weekend, Ernie being a descendant of Old Erin.

Santa Barbara Jaycees and Long Beach MG Club were in on the deal.

Next CSCC stop Bakersfield—May 19-20.

GUS V. VIGNOLLE.

2. Your departure from the Safety Inspection area was dangerous and discourteous and reflected unfavorably upon the Sport.

3. On Saturday, February 25, you left the fuel pit in a careless and unsafe manner.

4. On Sunday, February 26, you profanely refused to obey an order of a member of the Regional Contest Board that you report to the impound area at the conclusion of Race 8.

We wish to state that your letter of apology was read to both boards and was duly considered. In the interim since the decision of both boards was reached we have received a copy of a letter addressed to you advising you that your application for membership in this organization was not accepted. Consequently, we have tabled action at this time.

Very truly yours,
SPORTS CAR CLUB OF AMERICA

Los Angeles Region, Inc.

(Signed) IGNACIO E. LOZANO

President and Regional Executive

March 9, 1956

Sports Car Club of America
Los Angeles Region, Inc.
Los Angeles 15, California

Dear Sirs:

I acknowledge receipt of your letter of March 7, 1956.

The regional executive, Mr. Lozano, informs me that since I am not a member of your organization I am denied the elementary right to defend myself against the false and damaging accusations contained in your letter.

1. I deny that at safety inspection I deliberately caused a person to be thrown to the ground. The party in question is well known to me and informs me that he clearly stated to your representatives that I was entirely blameless in this matter as I obviously had no knowledge that he was leaning on my stationary car when I was called into the inspection bay by your officials. I deny and can bring witnesses to support my denial that I drove into the inspection bay at an excessive speed.

2. I deny, and can bring witnesses, including the owner of the property, that my departure from the safety inspection area was in any way dangerous or discourteous.

3. I deny, and can bring witnesses, including the General Petroleum representatives, that I left the fuel pit in a careless and unsafe manner.

4. I deny that I refused to obey an order given by a member of the Regional Contest Board to report to the impound area. I did point out to him that we were in the middle of changing wheels and plugs in readiness for the next race, and told him that we would report to the impound area as soon as we were finished. On reporting to the impound area, I was in-

(Continued on Page 10, Col. 3)

CLASSIFIED

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Most inexpensive way to advertise in MOTO-RACING for best results is in the Classified Column.

Rates are 10 cents per word, \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next issue dates: April 6-13.

MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif. CReview 6-7165

FOR SALE

TR2—Same No. 200 that won many trophies driven by Bob Drake, Ed Kretz, Pat Sawyer, etc. Equipment includes 2450cc motor, dual headers, roller tappet cam, Alfa drums, strong roll bar, special suspension, dual electric fuel pump, Mallory dual ignition. Excellent condition. Ready to race. Faculty 1-2771.

VW and PORSCHE SOUNDPROOFING PADS—Fit under floor mats. VW \$4; Porsche \$5. State year and model. Sport Car Accessories Box 3302, Glendale, Calif.

JAGUAR—JAGUAR—65 coupes and convertibles—65 coupes and convertibles—All models, all colors. The World's largest JAGUAR dealer offers you the World's largest selection. BRENTWOOD MOTOR CO., 2610 Wilshire Blvd., Santa Monica, BX 4-0277, TE 0-2236.

TRIUMPH CLASSIC SPORTS CAR. 2000 model. Original owner. New top. 34,000 miles. Excellent condition. HMV radio. EXBrock 4-0417.

FIBERGLASS ENVELOPE body, new and unfinished. Suitable 1500cc special 85 w.b. Max 48 track, approx. \$250.00 or trade for anything useful. Hi Crown. VI-93393 days, EM-21877 evenings.

PIRELLI—Tires in carloads are here, use the tire used on the fastest Road Racing Cars in the world! Competitively priced. Ernie McAfee, 8363 Sunset Blvd., Los Angeles 46.

SIATA V-8 Spyders—New and used. Ernie McAfee, 8363 Sunset Blvd., Los Angeles 46.

D.B. PANHARD spare engines, transmissions and parts. Air cooled 745cc roller main and rod bearings, sodium valves operated by torsion bars. Will ship. Barker, Rivercrest, Wappingers Falls, N.Y. Phone 1081.

'54 AUSTIN-HEALEY Appearance and mechanical condition perfect, never raced. \$2195. Phone EXBrock 9-6745, 1346 Ocean Park Blvd., Santa Monica, Calif.

FERRARI—Largest dealer in Italian cars in the U.S.A. Alfa Romeo, Ferrari—Siata. Ernie McAfee, 8363 Sunset Blvd., Los Angeles 46.

JAGUAR XK140 Convertible 1955, like new, very low mileage—never raced. Original owner going abroad, must sell. \$2995. VEmont 3-6279.

VW CONVERTIBLE—1950. New engine, paint, top, upholstery. Will trade for elderly Morgan 4 seater, MG or David, 738 Coyote, Santa Barbara, Calif. Woodland 9-0162.

MERCEDES 300 SL Racing coupe. New. Coat near \$12,000. Never used. Ernie McAfee, 8363 Sunset Blvd., Los Angeles 46.

1952 JAG Mark VII engine and transmission. 8:1 compression ratio. \$285. F. A. Utecht, HEMlock 2-0453.

FOR RENT

NOW RENTING—With priority given sports cars with owners 1 & 2 bedroom apartments (unfurnished) \$80 and \$100. 13517 Victory Blvd., Van Nuys ST. 5-2932.

BENTLEY OWNER has beautiful furnished apartments in new building. \$135. "Jaguar" smart "Ferrari" functional. Ideal for AUTO ENTHUSIASTS. Bill Anderson, 9891 Santa Monica Blvd. BR. 2-5286. Owner-mgr. VE. 8-3786.

HELP WANTED

SPORTS CAR Mechanic, must be all around TOP MAN, Salary Open, living quarters available. Bill Edel's Precision Motors, 2019 N. Stone, Tucson, Ariz. Tel. 4-2325.



"Deluxe" \$1588.00



"Dyna" \$1697.00



"Town and Country" \$1777.00



"Grand Luge" \$1899.00



"Coup de Ville" \$2495.00



Convertible \$1695.00

SIMCA



"Town and Country Chatelaine"

See the NEW '56 SIMCA... \$1877.44

the car that is changing ideas...

best value of all... 90 MPH-35 MPG- 75 MPH cruising.

Drive SIMCA at your nearest dealer NOW!

WITKIN-WOLF, INC.

Importers and Distributors for All States West of the Mississippi

5148 West Washington Blvd.

Los Angeles 16, California

WE. 6-6274

Santa Barbara Race Charts

CALIFORNIA SPORTS CAR CLUB
(Compiled by LONG BEACH MG CLUB under supervision of DOUG BAILEY, Scoring Marshal. Data on non-finishers by MYRNA JONES, Women's Sports Car Club.)

SATURDAY, MARCH 17

Race No. 1—Sedans under 1500cc. Time, 16.08. Avg. 57.3. Laps, 7. Miles, 15.2.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	F	G H
1	71			Pearson, Duke,	Volvo Sedan		1		
2	17		:11.2	Knapp, Bob	Borgward sed.		2		
3	303		:13	Collins, Walt	MG Magnette		3		
4	210		:19	Patchen, Marvin	Simca Aronde		4		
5	115		:30	Aldhouse, Frank	Renault		5	1	
6	39		:21.2	E. Forbes-Robinson	Austin Camb		6		
7	23		:40	Treichler, Harold	DKW		7		
8	78		:58	Smith, Douglas	Borgward sedan		8		
9	91		:62	Boone, Wm.	Panhard sedan		9	2	
10	65		:72	Davis, Geo.	Simca C V9		10		
11	144		:73	Pruyn, Leonard	VW sedan		11		
12	81		:75	Kauer, James	VW sedan		12		
13	93		:77	Evans, Art	Ford Anglia		13		
14	254		:78	Brown, Chas. Jr.	VW sedan		14		
15	38		:99	McCubbin, Wm.	VW sedan		15		
16	44		:118	James, John	VW sedan		16		

17 Starters—(13F, 2G, 2H). Retirements—61, William Goshman, Renault, condenser went out, couldn't restart.

Race No. 2 Prod. under 1300cc. Time 29.25. Avg. 62.8. Laps 14. Miles 30.8.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	F	G H
1	4			Pollack, Bill	Alfa Romeo Gui.		1		
2	62		:49	Larkin, J. E.	MGTF		2		
3	160		:68	Brigham, Robt.	MGTF		3		
4	36		:76	Oddous, Jean	MG MKII		4		
5	116		:97	Schroeder, Chas.	MGTF		5		
6	153		:113	Chamberlain, R.	MGTC		6		
7	237		:127	Taylor, Sam	MGTD		7		
8	68		:128	Vanlaw, Pete	MGTD		8		
9	118	1L:	:02	Miller, Paul, Jr.	MGTD		9		
10	22		:04	Rhein, Bob	MGTD		10		
11	185		:08	Wilson, Robt.	MGTF		11		
12	60		:15	Lachman, Georges	MGTF		12		
13	211		:16	Bonney, Hal	MGTF		13		
14	52		:46	Bench, Wm.	MGTD		14		
15	85		:48	Hanson, Gordon	MGTD		15		
16	63		:73	Silverstein, Irving	MGTD		16		
17	127		:87	Selover, Ed	MGTD		17		
18	10		:88	Trevett, Geo.	MGTD		18		
19	69		:107	Yearian, Tom	MGTD		19		
20	126	2L:	:10	Brauer, Don	MGTC		20		
21	100		:67	Hawk, Ken	MGTD		21		

* Sandy Sinclair, 141, MGTD, finished 2nd (33 secs. behind) but disqualified; ruled non-production; filed written appeal to Contest Board.

John Lawrence, 129, MG, Mk. 11, disqualified for failure to permit inspection in impound. (Ed. Note: Info reaching MOTORACING, just prior to press, reveals that Lawrence has been reinstated.)

25 Starters—(24F, 1G). Retirements—15, Jim Peterson, Dyna Panhard, fuel line sucking air; 145, Lew Spencer, MGTC, lost spokes on wheel; 203, Tony West, MGTD, threw rod, lost oil pressure.

Race No. 3—Prod. 1300cc to 2000cc. Time 30.08.2. Avg. 65.7. Laps 15. Miles 33.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	E	F
1	444			Hayward, Dick	Siata Fiat		1		
2	59		:10	Oker, Bob	Morgan Plus 4		2		
3	19		:55	Bondurant, Robt.	Morgan plus 4		3		
4	174		:56	Shillam, Dennis	Porsche 1600		4		
5	32		:58	Bishop, Noble	TR2		5		
6	16		:85	Geslin, Andre	Porsche sup spd		6		
7	105		:86	Dillaway, Geo.	MGTF		7	1	
8	109		:108	Donner, Robt.	Porsche 356		8		
9	97		:111	Peck, Thayer	Porsche sup spd		9		
10	57	1L:	:28	Turner, W.	Porsche sup spd		10		
11	28		:52	Stillwell, Morry	Porsche sup spd		11		
12	88		:55	Magruder, Robt.	TR2		12		
13	7		:70	Levitt, Dan	Morgan plus 4		13		
14	8		:72	Puckett, Joe	TR2		14		
15	1		:88	Schulman, Robt.	MG-A		15		
16	84	2L:	:03	Doushness, Wm.	MGTF		16		
17	151		:10	Miller, Leon	Singer SM1500		17		
18	223		:19	Gaugh, Taylor Jr.	Porsche 1600		18		
19	110		:21	Welch, Worth	MGTF		19		
20	107		:24	Bratton, Robt.	MGTF 1500		20		
21	96		:31	Shutes, Betty	Porsche Cont.		21		
22	94		:54	Seeger, Paul	MGTF		22		
23	113		:98	Bracker, Lew	Porsche 1600		23		
24	122	3L:	:67	Martin, John	Singer SM1500		24		

32 Starters—(15E, 17F). Retirements—24, Ed Barker, Porsche Spdst., bent shift lever; 31, John Lavell, TR2, engine cutting out; 35, Dan Hogan, MGA, blew piston; 40, Bert Mouron, SIATA, broke clevis pin to gear shift linkage; 43, Ed Brandreth, TR2, hood came loose; 77, E. Forbes, Robinson, MGA, ran out of gas, broken gauge; 177, Ronald Hart, Porsche Spdst., mistakenly took black flag; 204, Don Hunter, TR2, burned out rod.

Race No. 4—Prod. over 2000cc. Time 29:15. Avg. 67.6. Laps 15. Miles 33.0.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	C	D
1	12			Cleye, Rudy	Merc. 300SL		1		
2	136		:28	Fetterman, Anthony	Merc. 300SL		2		
3	163		:38	Freedman, Bill	Jag rdt		3		
4	103		:39	Critchlow, Ces	XK120M		4		
5	166		:43	Dickson, Bob	XK120M		5		
6	51		:91	Sturgis, Bill	Merc. 300SL		6		
7	128		:119	Breskovich, Jack	A-H		7		
8	67	1L:	:05	Campbell, Howard	XK140M		8		
9	134		:13	Irvin, Hugh	XK140M		9		
10	90		:17	Chartier, Dick	A-H LeMans		10		
11	45		:26	Eastman, Richard	A-H		11		
12	275		:41	Edwards, Troy	XK120		12		
13	37		:55	Forde, Wells	Merc. 300SL		13		
14	148		:84	Robinson, John	XK120M		14		
15	66		:85	Feltnagle, Gerry	XK140M		15		
16	117		:86	Kadin, Jim	A-H LeMans		16		
17	83		:87	Hirsh, Stuart	XK140MC		17		
18	186		:88	Wilson, Tom	A-H		18		
19	226	2L:	:04	Hall, Cameron	XK140MC		19		
20	171		:37	Burdick, Earl	A-H		20		
21	193	8L:	:81	Allen, Ray	XK140MC		21		

26 Starters—(16C, 10D). Retirements—27, Skip Conklin, Jaguar XK120M, throttle linkage disconnected; 43, Al Eurenay, Jaguar XK120M, plugs too cold no RPM, starter jammed after stalling; 108, Harry Givins, Jaguar XK140, boiling; 121, Ed Boughton, Jaguar XK120M, bent shifting fork, wouldn't shift, lost synchromesh; 139, Sam McCord, Jaguar XK120M, blew clutch.

Race No. 5—Ladies Race. Time 14:40. Avg. 63.0. Laps 7. Miles 15.4.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	C D E F	
1	149			Sawyer, Pat	TR2		1		
2	124		:17	Anderson, Janet	TR2		2		
3	105		:76	Davis, Mary	MGTF		3		
4	19		:78	Glorfield, Jackie	Morgan plus 4		4		
5	108		:81	Givens, Carol	XK140		5		
6	32		:92	Bishop, Mary	TR2		6		
7	86		:125	Feltnagle, Donna	XK140M		7		
8	28		:127	Stillwell, Elda	Porsche sup spd		8		
9	96		:130	Shutes, Betty	Porsche Cont		9		
10	84		:133	Doushness, Ruth	MGTF		10		
11	229	1L:	:07	Cornwall, Ruth	A-H		11		
12	95		:11	Sims, Virginia	MGTD		12		
13	237		:12	Taylor, Norah	MGTD		13		
14	119		:13	Lake, Janet	A-H		14		
15	82		:30	McBride, Sunnie	MGTF		15		
16	17		:59	Hoppe, Dr. Hildreth	Borgward sed		16		

16 Starters—(2C, 3D, 3E, 8F). No retirements.

Race No. 5A—Formula Libre & Formula III. Time 13:35. Avg. 68.0. Laps 7. Miles 15.4.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	F.L.	III
1	3			Kessler, Bruce	Cooper MK IX		1		
2	101		:16	Morrow, Harry	JBS JAP		2		
3	106		:46.5	Cooper, Gordon	Alfa Romeo Nardi		3		
4	137		:59.5	Becker, Leon	Cooper MKIX		4		
5	26		:109	Kerns, Dr. Alan	MG Spec		5		
6	123	1L:	:14.5	Rompell, Shay	Sp JAP VII		6		
7	102		:16.5	Laker, Mark	Dane Tr		7		
8	135		:118	Lofgran	Not Listed		8		

13 Starters—(10 500cc, 3 F.L.). Retirements—21, Dave Thormin, Ariel Spec., dropped valve; 104, Dick Trimble, Cooper Tiger, dropped float bowl; 132, Duane Feuerhelm, JAP, bent valve; 133, Bob Korst, Ffhy, spun on No. 8, hit hay; 156, Dr. Troy McHenry, Allard Cad. S/Ch., too lean mixture, too hot.

(Continued on Page 11)

MOURNING GIVES PRO VIEWS

(Continued from Page 9)

ing a team of cars for both Sebring and Le Mans, Ford is beginning to make "true" sports car noises again and a marque noted for its "sports car styling" is beginning to stick a very inquisitive nose into the whole affair. For years, Detroit Bigwigs felt there was no value in racing. Then stock car racing taught them a lesson. Now apparently, they are beginning to realize the prestige and publicity potential in international competition.

In summing up, let's admit that Miles brought up some of the darker aspects of the situation. No one can ignore their existence. He also brought up some very thorny problems to be considered. For the most part, however, he pointed up those that will face professional racing once it is an established fact, not those that will prevent it from becoming an established fact.

PROS INEVITABLE

None of these will explain away the signs pointing to professionalism. Among the more important of these are (1) a relatively large and constantly-growing group of drivers dedicated to this proposition (2) the gradual emergence of racing facilities, the owners of which are willing and eager to accept professional racing (3) the interest of professional promoters and professional drivers from other branches of racing (4) the fact that no sport ever achieved major proportions and remained amateur.

We may be wrong about all this; in some ways, we hope we are. But it is still our considered opinion that professional racing is inevitable. It prospered once in this country; it is likely that it will do so again.

Race Films Aid Nursery Fund

Dusty Mahon shows his spectacular movies, taken at Le Mans and other European courses last summer, Wednesday, March 28, at the First Unitarian church, 8th and Vermont, 8:30 p.m. Proceeds go to non-sectarian Willowbrook Nursery School's Scholarship Fund.

Admission is 75 cents. Top films and a fine cause.

KEN MILES OUSTER

(Continued from Page 9)

formed by your officials that there was no point in my reporting to the area since very few people had bothered to report.

My letter of apology was a personal apology to the above mentioned representative of your Regional Contest Board for words which passed between us, and I object to the implication in your letter that the apology covered the various false charges that you have made, which charges I do not admit and defy you to prove.

I contend that your letter is malicious in intent and indicative that the satisfaction of personal dislike is more important to your board members than the welfare of the sport which you are reputed to uphold.

Sincerely yours,
(Signed) K. H. MILES.

READ AND HEED

Shell Oil Co. has inaugurated a series of ads designed to sell safe driving. Each ad is a test which the readers can take to rate themselves as drivers.

JUDGE POPS OFF

Arrested recently in Montgomery County for "inadequate muffler," Frank Baptista was told by the presiding judge: "When in Rome, do as the Romans; when in America, you should drive an American car!" The Straight Pipe (Washington, D. C.).

Automotive Tech Talk:

The Rear-Engined Car

By Roger Barlow

(This is the second of a series.)

IF MERCEDES-BENZ were rather unsuccessful with their rear-engined efforts, their competitors, the Auto Union combine (DKW, Audi, Wanderer and Horch), started the world in March, 1934, when the Porsche-designed Auto Union racing car made its debut and broke three world's records at Avus.

This was the first racing car produced under the new 750 kilogram formula and it pretty well shook automotive engineers everywhere with its advanced design and performance. Dr. Porsche had started this rear-engined racing car design as a private project, partially financed by a wealthy amateur racing driver named Adolph Rosenberger, but before it had passed the design stage it had been taken over by Auto Union and the cars were built at the Horch works. This most famed rear-engined car was not truly a rear-engined car at all but rather a center-engined type with the engine ahead of the back axle to secure better weight distribution and improved road holding.

WHEEL SPIN REDUCED

The placement of the 60 per cent of the total weight on the back wheels reduced wheel spin at the start and undoubtedly contributed to the astonishing acceleration of these cars; but the combination of swing axles, 60 per cent of weight in the rear and the forward seating position, resulted in a car most difficult to handle—and the actual racing success of Auto Union with these cars depended to an excessive degree upon the very few drivers who could get the maximum performance out of them.

Bernd Rosemeyer excelled all others and his death during a record attempt on the autobahn at the end of the 1937 season left the Auto Union firm in a bad way for drivers.

Even the great Nuvolari had immense difficulty with these cars, although they had been greatly improved by the use of a De Dion type back axle in place of the original swing axle design.

A FAMILY SEDAN

During the mid 1930s, while the Auto Union racing team was winning considerable glory for rear-engined design, Dr. Porsche was proceeding with his favorite project—a small cheap rear-engined family sedan. This had actually begun in 1931 as a private venture and the first prototype cars were built with the help of the Zundapp motorcycle firm which was interested in expanding its business with a "Volksauto."

This first version of Dr. Porsche's small rear-engined car was built with a five cylinder, radial, water-cooled engine despite

the original design calling for a light three cylinder radial air-cooled unit. However, these prototypes were most discouraging, for the engines gave trouble and the torsion bars broke—while to top it off economic conditions in Germany were so bad that the Zundapp people gave up the whole project just as most of the technical difficulties were being solved.

TROUBLE STARTING

In 1932-3 Porsche interested another motorcycle firm in his "Volksauto," and the N.S.U. people undertook to build three more prototypes, incorporating changes in the design—including a completely new type of engine, an air-cooled 1.1-litre opposed four cylinder

Santa Barbara Race Charts

(Continued from Page 10)

Race No.	Mod.	under 1500cc.	Time	Avg.	72.8.	Laps	17.	Miles	37.4.
Pos.	No.	Behind	Driver	Make of Car	F	G	H		
1	176		McAfee, Ernie	OSCA MT4	1				
2	50	:04	Miles, Ken	Porsche 550 Sp	2				
3	152	:10	Chamberlain, Jay	Lotus MK9		1			
4	179	:14	Path, Robt.	Offy Lotus	3				
5	169	:16	Porter, John	Porsche 550 Sp	4				
6	25	:11	Yedor, Cy	OSCA MT 4	5				
7	58	1L:31	Miller, Dusty	MG Sp	6				
8	56	:63	Freutel, Ed	Lotus MK VI		2			
9	14	:108	Timanus, John	MGTC Sp	7				
10	188	2L:68	Duff, Jack	Panhard Sp		1			
11	92	:72	Betes, Manuel	Betes Panhard		3			
12	142	:73	Miller, Don	Seigfried Sp		2			
13	114	3L:70	Bucklein, Stan	Nicholas Panhd		4			
14	46	:74	Monise, Frank	MG Sp	8				
15	111	:84	Landaker, Hal	Fiat Harley-D		5			
16	39	4L:13	Wilson, James	MG MKII	9				
17	47	8L:55	Enoch, C. K.	Crosley Rdst		3			
18	222	7L:108	Goss, Jo	Goss MG Sp	10				

22 Starters—(13F, 5G, 4H). Retirements—75, W. R. Turner, Porsche Spyder, hit hay bales, spun out; 157, Thomas Jamieson, Crosley Special, clutch disintegrated; 159, Dr. Wm. Eschrich, Potus, missing badly; 244, Clarence Raville, Raville Spec., lost left rear wheel.

Race No.	Mod.	over 1500cc.	Time	Avg.	74.8.	Laps	17.	Miles	37.4.
Pos.	No.	Behind	Driver	Make of Car	B	C	D	E	
1	76		McAfee, Ernie	Ferrari 4.4 Monza	1				
2	170	:05	Woods, Pearce	Jag D	2				
3	130	:42	Evans, Harrison	Ferrari 3 Monza		1			
4	138	:55	Daigh, Chuck	Troutman Barnes	3				
5	6	:63	Murphy, Bill	Kurtis Buick	1				
6	41	1L:34	Darnold, Wm.	Jag C	4				
7	87	:37	Smith, Bob	Kurtis-Cad	2				
8	131	:49	Parkinson, Jim	A-H		2			
9	46	:71	Drake, Bob	Ferrari 1.9		10			
10	18	:81	Blackwell, Carlyle	XK120C	5				
11	9	:100	Friedauer, Bill	A-H		3			
12	54	2L:06	Douglas, Jack	XK120MC	6				
13	42	3L:60	Phillips, Wm.	Merc. sp.	7				
14	70	:92	Balchowsky, Max	Dorette Buick	3				
15	124	:93	Firestone, James	TR2		2			
16	149	4L:39	Knove, Bill	TR2		4			

19 Starters—(4B, 8C, 5D, 2E). Retirements—20, Dick Nash, MGTF V8-60, knocked out timing gear; 49, Bill Johnson, Velocita Falcon, broke cam and crank, threw rod through block, knocked holes in pan-nuts, bolts, oil, water everywhere; 172, Eric Hauser, Victress, throttle stuck open at 8000 RPM, hammered push rod out of adjustment.

SUNDAY, MARCH 18

Race No.	Mod.	Consolation	Time	Avg.	67.1.	Laps	12.	Miles	26.4.
Pos.	No.	Behind	Driver	Make of Car	B	C	E	F	G
1	29		Hanssen, Wm.	Baldwin Sp	1				
2	224	:11	Raville, Clarence	MGTC Sp		1			
3	27	:38	Conklin, Bill	XK120M	2s				
4	56	:39	McHenry, Dr. Troy	Porsche Spy		2			
5	24	:46	Barker, Ed	Porsche Sup Spd		3s			
6	53	:56	*Eurengy, Al	XK120M	3s				
7	77	:57	Forbes-Robinson, E.	MG-A		4s			
8	26	:84	Hand, Bud	MG Sp		5			
9	159	:84	Eschrich, Dr. Wm.	Lotus Porche		6			
10	172	:111	Powell, Francis	Victress Buford	1				
11	40	:117	Mouren, Bert	Siata Rdstr		1s			
12	129	1L:06	Lawrence, John	MG MKII		7s			
13	42	:37	Mehlich	Merc. Sp	4				
14	34	:47	Pattison, Bob	MG Sp		8			
15	30	:103	Turner, Bruce	MGTD		9s			
16	177	:127	Hart, Ronald	Porsche Spdst		10s			
17	121	2L:29	Boughton, Ed	XK120		5s			
18	15	:77	Peterson, Jim	Dynas Panhd		1s			
19	222	:129	Feuerhelm, D.	Goss MG Sp		11s			
20	145	3L:94	Lewis, J. Spencer	MGTC		12s			
21	220	9L:14	Clark, Eugene	MGTD		13s			

26 Starters—(1Bm, 4Cp, 2Cm, 4Ep, 7Fp, 1Gp). Retirements—35, Dan Hogan, MGA; 43, Ed Brandreth, TR2, losing oil, pressure went own, heat went up; 75, W. R. Turner, Porsche Spyder, body work interfering with front suspension after hitting hay on Sat.; 139, Sam McCord, Jaguar XK-120M, blew freeze plug; 204, Don Hunter, TR2, lost front wheel. *Disqualified; non-stock.

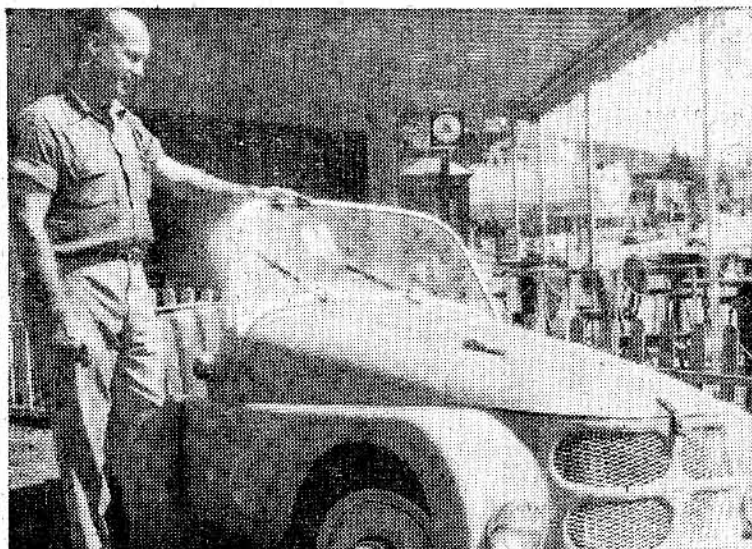
Race No.	Mod.	Prod.	under 1500cc.	Time	Avg.	64.4.	Laps	15.	Miles	33.0.
Pos.	No.	Behind	Driver	Make of Car	E	F				
1	77		Forbes-Robinson, E.	MG-A	1					
2	4	:33	Pollack, Bill	Alfa Romeo		2				
3	7	:75	Levitt, Dan	Morgan Plus 4		1				
4	129	:104	Lawrence, John	MG MKII		3				
5	153	:106	*Chamberlain, Robt.	MGTC		4				
6	62	:109	Lumkin, J. E.	MGTF		5				
7	160	:110	Brigham, Robt.	MGTF		6				
8	228	:114	Gaugh, Taylor	Porsche 1600		2				
9	113	:122	Bracker, Lew	Porsche 1600		3				
10	1	:143	Schulman, Robt.	MG-A		7				
11	36	1L:03	Oddous, Jean	MG MKII		8				
12	84	:07	Doushness, Wm.	MGTF		9				
13	237	:08	Taylor, Sam	MGTD		10				
14	116	:25	Schroeder, Chas.	MGTF		11				
15	126	:26	Brauer, Don	MGTC		12				
16	211	:55	Bonney, Hal	MGTF		13				
17	22	:71	Miller, Leon	MGTD		14				
18	151	:72	Welch, Worth	Singer SM1500		45				
19	110	:86	Shutes, Betty	Porsche Cont		16				
20	96	:105	Vandaw, Pete	MGTC		17				
21	68	:106	Seegar, Paul	MGTF		18				
22	94	:111	Hanson, Gordon	MGTD		19				
23	85	:116	Trevett, Geo.	MGTD		20				
24	10	:128	Silverstein, Irving	MGTD		21				
25	63	:142	Yearian, Tom	MGTD		22				
26	69	2L:26	Wilson, Robt.	MGTF		23				
27	185	:45	Anderson, C.	MGTD		24				
28	100	3L:78	Bratton, Robt.	MGTF 1500		25				
29	107	:108	Martin, John	Singer SM1500		26				
30	122	4L:77	Joe Puckett, TR2, hit by MG, knocked into Porsche; 24, Ed Barker, Porsche Spdst, hit by TR2, right rear side, knocked hole in rocker box cover; 52, Wm. Benck, MGTD; 60, George Lachman, MGTD, flipped when he hit No. 118; 118, Paul Miller, MGTD, bent wheel and fender when hit by No. 60; 127, Ed Selover, MGTD, clipped at start of race, bent steering and fender. *Disqualified; non-stock.		27					

36 Starters—(32F, 4E). Retirements—8, Joe Puckett, TR2, hit by MG, knocked into Porsche; 24, Ed Barker, Porsche Spdst, hit by TR2, right rear side, knocked hole in rocker box cover; 52, Wm. Benck, MGTD; 60, George Lachman, MGTD, flipped when he hit No. 118; 118, Paul Miller, MGTD, bent wheel and fender when hit by No. 60; 127, Ed Selover, MGTD, clipped at start of race, bent steering and fender. *Disqualified; non-stock.

Race No.	Mod.	Prod.	over 1500cc.	Time	Avg.	67.4.	Laps	16.	Miles	35.2.
Pos.	No.	Behind	Driver	Make of Car	C	D	E	F		
1	12		Cleyle, Rudy	Merc. 300SL	1					
2	163	:01	Freedman, Bill	Morgan Plus 4		1				
3	59	:26	Oker, Bob	Jag Rdst		2				
4	166	:27	Dickson, Bob	XK120M		3				
5	103	:38	Critchlow, Ces	XK120M		4				
6	444	:58	Hayward, Dick	Siata Fiat		2				
7	27	:77	Shillam, Dennis	Porsche 1600		3				
8	174	:86	Bondurant, Robt.	Morgan Plus 4		1				
9	19	:97	Bishop, Noble	TR2		5				
10	32	:103	Chartier, Dick	A-H LeMans		2				
11	90	:105	Edwards, Troy	XK120		5				
12	275	1L:04	Campbell, Howard	XK140M		6				
13	67	:05	Donner, Robt.	Porsche 356		1				
14	109	:33	Peck, Thayer	Porsche Sup Spd		2				
15	97	:45	Stillwell, Morry	Porsche Sup Spd		3				
16	28	:69	Wilson, Tom	A-H		3				
17	186	:70	Geslin, Andre	Porsche Sup Spd		6				
18	16	:83	Hirsh, Stuart	XK140MC		7				
19	83	:85	Magruder, Robt.	TR2		7				
20	88	:85.2	Irvin, Hugh	XK140M		8				
21	134	:135	Hall, Dr. Cameron	XK140MC		9				
22	226	2L:35	Burdick, Earl	A-H		4				
23	171	:51	Robinson, John	XK120M		10				
24	148	4L:110								

31 Starters—(10C, 9D, 7E, 5F). Retirements—37, E. A. Wells-Forde, Mercedes 300SL, black flagged; 45, Dick Eastman, Austin Healey, axle nut came loose, axle slipped out of housing; 57, W. R. Turner, Porsche Seepdster, driver fatigue; 105, George Olloway, MGTF, decided to stop and watch race; 117, Howard Lang, Austin Healey, black flagged; 128, Jack Bresko-vich, Austin Healey, brakes failed; 136, Tony Settember, Mercedes 300SL, distributor drive sheared.

Race No.	Mod.	under 1500cc.	Time	Avg.	71.5.	Laps	30.	Miles	66.0.
Pos.	No.	Behind	Driver	Make of Car	F	G	H		
1	176		McAfee, Ernie	OSCA MT4	1				
2	25	1L:03	Yedor, Cy	OSCA MT4	2				
3	169	:08	Porter, John	Porsche Spy	3				
4	56	:49	McHenry, Dr. Troy	Porsche Spy	4				
5	48	:109	Monise, Frank	MG Sp	5				
6	58	2L:29	Miller, Norris	MG Sp	6				
7	244	3L:04	Raville, Clarence	MGTC Sp	7				
8	188	:64	Duff, Jack	Panhard Sp	8				
9	14	:70	Timanus, John	MGTC Sp	9				



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20 Starters—(12F, 5G, 3H). Retirements—50, Ken Miles, Porsche Spyder, steering arm broke; 55, Ed Freutel, MG Spec., no compression; 142, Don Miller, Seigfried Special; 179, Robert Path, Offy Lotus, blew water, got hot; 222, M. Richards, Goss Special, slipping clutch.

Race No.	Mod.	Form. Libre & Form. III.	Time	Avg.	69.2.	Laps	10.	Miles	22.0.
Pos.	No.	Behind	Driver	Make of Car	Class Position	I	F		
1	3		Kessler, Bruce	Cooper MK IX	1				
2	137	:12	Becker, Dr. Leon	Cooper	2				
3	106	:67	Cooper, Gordon	Alfa Romeo Nardi		1			
4	156	:68	McHenry, Dr. Troy	Allard Cad		2			
5	26	1L:12	Kerns, Dr. Alan	MG Sp		3			
6	102	:67	Laker, Mark	Dane Triumph		3			
7	34	:74	Pattison, Bob	Randolph Sp MG		4			
8	133	:112	Korst, Bob	Effy		4			
9	13	3L:60	Black, Bill	LMF JAP		5			

13 Starters—(9 500cc, 4F.L.). Retirements—101, Harry Morrow, J.B.S., J.A.P., lost compression; 104, Dick Trimble, Cooper Tiger, cracked case on lower end; 120, Bob Gager, Trimax, clutch stuck in disengaged position; 183, Shay Rompell, Spec. JAP, broke chain.

Race No.	Mod.	over 1500cc.	Time	Avg.	74.8.	Laps	34.	Miles	74.8.
Pos.	No.	Behind	Driver	Make of Car	B	C	D	E	F
1	76		McAfee, Ernie	Ferrari 4.4 Monza	1				
2	6	:40	Murphy, Bill	Kurtis Buick		1			
3	138	1L:02	Daigh, Chuck	Troutman-Barnes		2			
4	130	:95	Evans, Harrison	Ferrari Monza		1			
5	87	2L:23	Smith, Bob	Kurtis-Cad		2			
6	41	:32	Darnold, Wm.	Jag C		3			
7	131	:48	Parkinson, Jim	A-H100S		2			</

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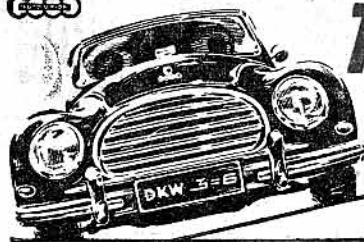
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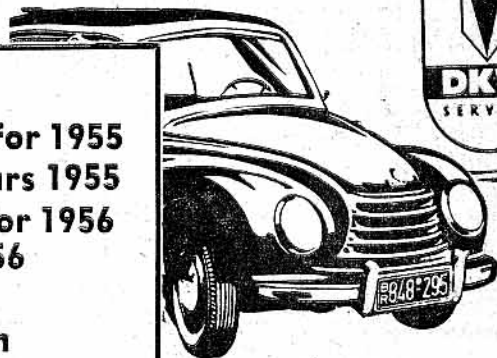
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